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November 10, 1969

RAILWAY AGE

THE TRANSPORTATION WEEKLY

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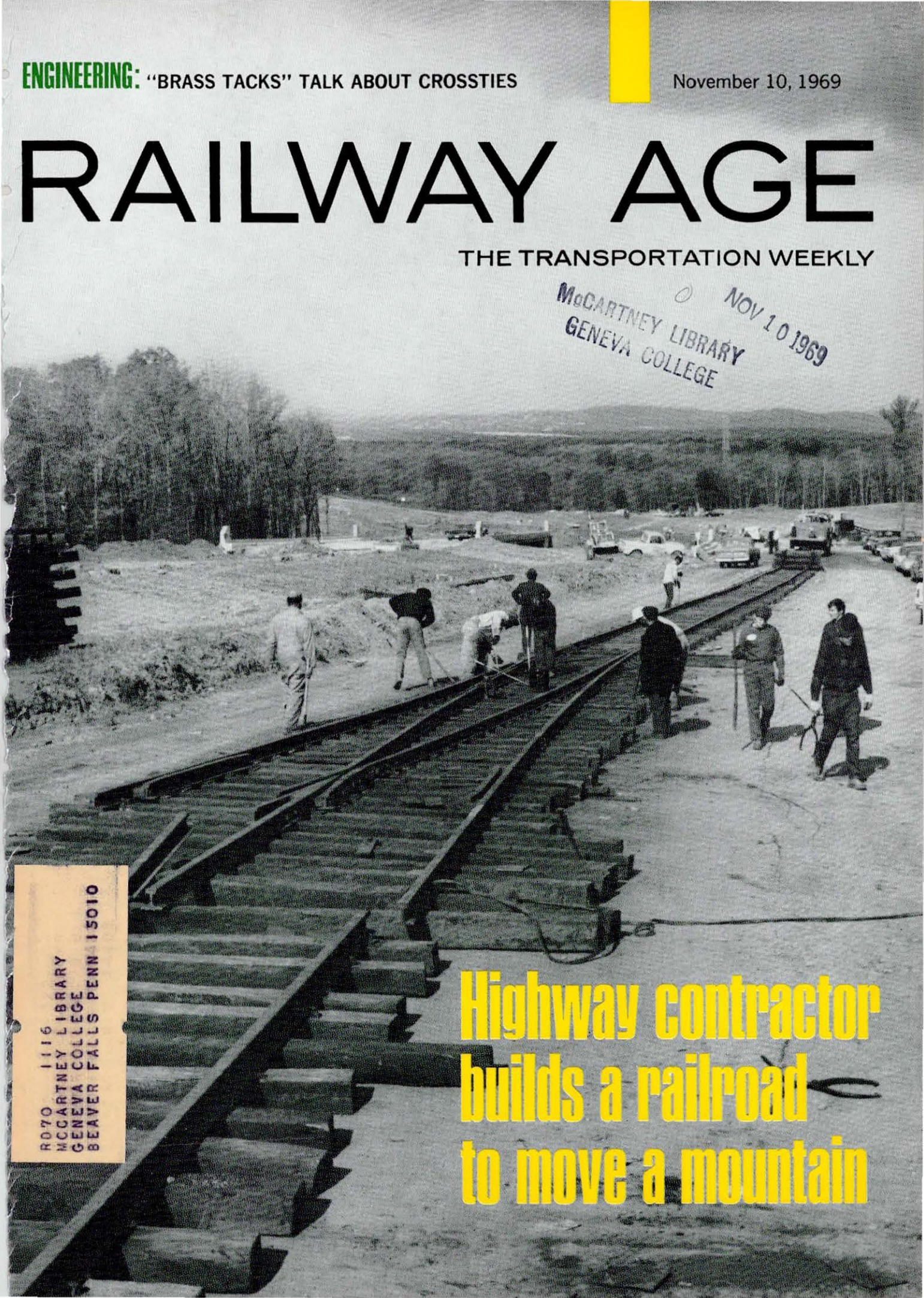

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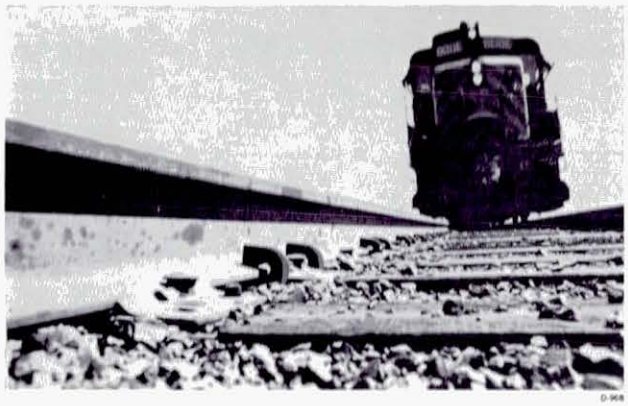
Highway contractor builds a railroad to move a mountain



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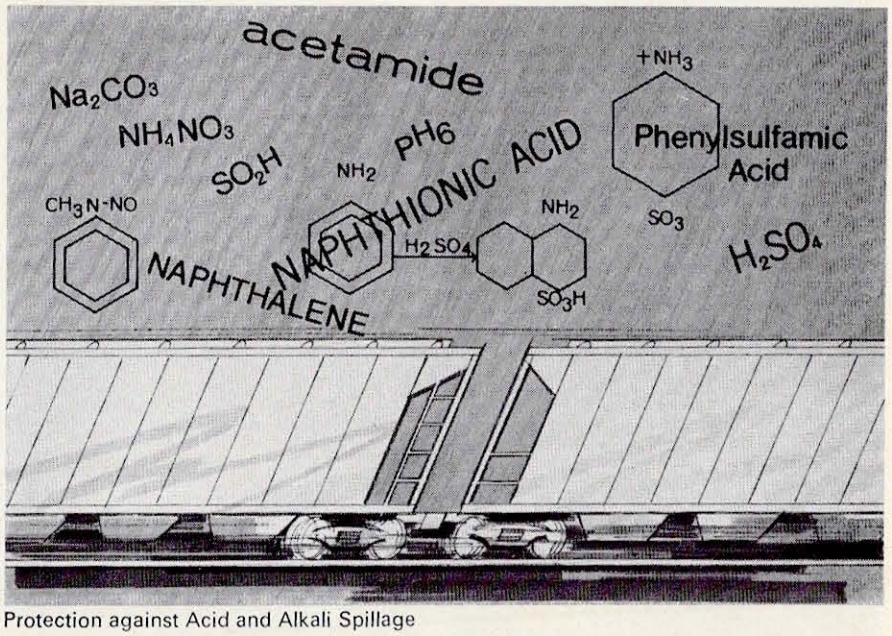

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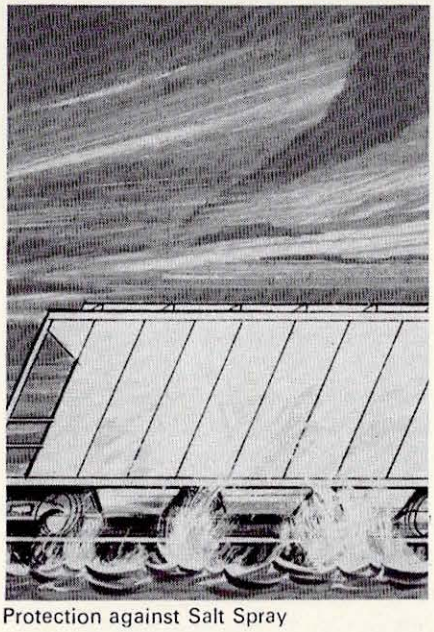
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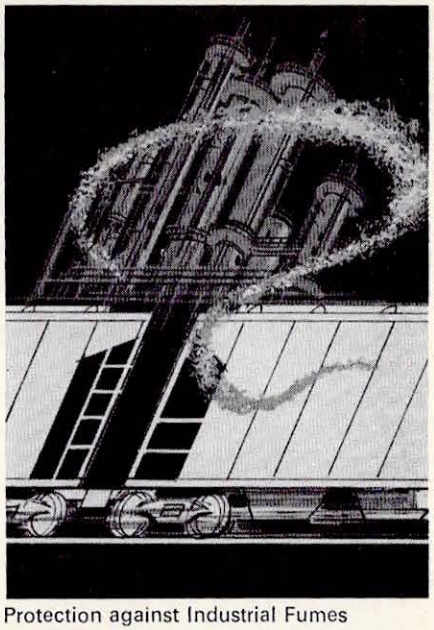
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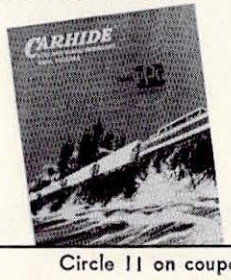

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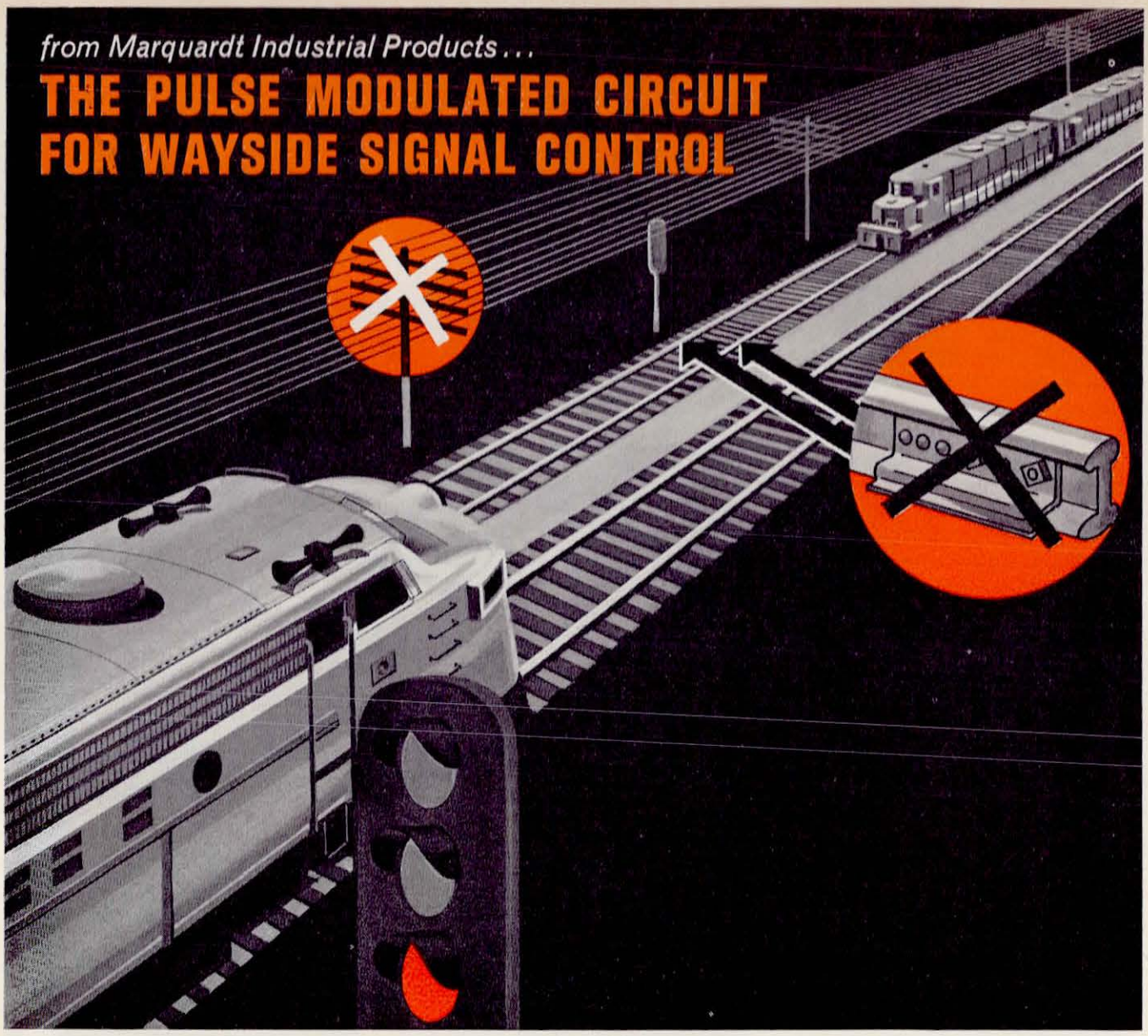

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RAILWAY AGE

November 10, 1969 • Vol. 167, No. 18

THIS WEEK

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A highway builder believes that was the cheapest way to do it.

19 "Junior" does a man-sized job
A new tamper attachment cuts a two-man crew down to one on the GN.

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Britain's famed steam locomotive was here on a trade-mission.

26 Crosstie makers hear some hard talk
Tie Association meeting speakers asked several sharp questions.

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An emergency board is criticizing both rail management and labor.

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. . . AND COMING NEXT WEEK

BUDGET PLANNING FOR 1970—The Nov. 17 Railway Age will present a special outlook report on all major railroad departments: mechanical, track and structures, transit, and signaling and communications. It will highlight the latest trends in the 1970 business outlook. Also: How suppliers—as represented by the Railway Progress Institute—view the industry's future and how they are trying to help shape it.

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SHORT AND SIGNIFICANT

Holding company okay is granted Southern Pacific

Southern Pacific last week got ICC permission to form a holding company that would engage in non-transport diversification as well as continue the operation of the railroad and SP's existing truck and oil-pipeline operations. Southern Pacific Co. first would be merged into a new company called Southern Pacific Transportation Co. That company then would become a wholly owned subsidary of the new holding company, which would be known temporarily as S.P. Inc. Eventually, the holding company would be known as Southern Pacific Co.

General Electric raises prices of hotbox detectors

General Electric has announced a 3% price increase, effective Nov. 17, on its line of hotbox detectors. GE's Communications and Control Devices Department, Waynesboro, Va., also announced price increases averageing 5% for its lines of photo electric devices, electronic timers and Statotrol.

J. M. Guidera heads new Unit Train Corp.

CRI Corp., a leasing management company headquartered in Wynnewood, Pa., has announced the formation of a new subsidiary, Unit Train Corp. John M. Guidera, formerly manager of railroad marketing sales for Reynolds Metals Co., will be president of the new company. "With the railroads now offering incentive rates based on their not furnishing the coal cars, but simply hauling them, Unit Train Corp. offers a new service," said the CRI announcement. "Through a UTC 'proposal package' utilities are able to take full advantage of these incentive rates, without having to furnish cars and otherwise get into railroading."

Trailer Train reports rise in car mileage

Average miles per day for Trailer Train piggyback cars rose to 176.8 in the first six months of 1969, compared to 172.3 miles per day in the corresponding 1968 period. Trailer Train President Curtis D. Buford reported this 2.5% improvement to the annual meeting of the National Railroad Piggyback Association in Denver. Buford proposed that the association appoint a special committee to work with Trailer Train "to review utilization and performance statistics. They could then propose a series of alternative suggestions for further study or implementation that would improve the utilization of the piggyback car fleet."

Full Commission hears arguments in N&W-C&O

The full panel of ICC commissioners last week heard oral arguments in the Norfolk & Western-Chesapeake & Ohio merger case. Testimony favoring the merger amounted to repetition of an ICC examiner's favorable report (RA, March 31, p. 8) that centered on the need for a second eastern rail network competitive with Penn Central. Capable of serving every port, gateway and major city in its territory, including 118 cities of more than 50,000 population, the new system (N&W, C&O, B&O, WM, B&M, CNJ, EL, D&H, and Reading) would provide faster schedules, shorter routes and more efficient use of combined car fleets, proponents said. However, they added, there would be no rerouting until it is certain there would be not even "a temporary impairment of service." The railroads estimate savings at $50 million annually.

Passenger issue is confronted in House hearings

The passenger-train issue, already examined in Senate hearings, last week was taken up in the House. Two days of hearings were held before the subcommittee on transportation and aeronautics (Interstate and Foreign Commerce Committee) whose chairman, Samuel N. Friedel (D.-Md.), said: "Those of us who are charged with guiding the development of a sound national transportation system recognize that the serious financial burden which maintaining rail passenger service places on our railroads must be dealt with."

MONDAY MORNING REPORT

A "WORKABLE" SAFETY BILL

Although railroads testified against Federal control of rail safety a few months ago (RA, May 26, p.8), the industry now supports an Administration bill giving the Transportation Secretary broad power in the same area. The bill reflects most of the recommendations made by a task force in which rails were represented. The Administration measure provides a "means for creating a workable solution of the safety problem," says Thomas M. Goodfellow, AAR president and task force member. Nevertheless, Goodfellow cites some discrepancies between the bill submitted to Congress and the report drafted by the task force.

AAR WOULD LIKE CERTAIN CHANGES . . .

First, the bill says that only informal hearings (no record, evidence, sworn testimony or cross-examination) would be needed for DOT proposals on rail safety. But the task force said hearings could be informal only if the Secretary would decide formal procedures weren't called for, and adequate rule-making demands the possibility of formal hearings, Goodfellow says. Second, the bill omits the task force recommendation that the FRA administrator (the real expert in the field) carry out the Secretary's proposed functions, except for appointment of the advisory committee designed to be a sounding board.

. . . INCLUDING PROTECTION FOR "WEAK" RAILROADS

Third, the bill does not implement the task force statement that, because of rail financial problems, public policy should be directed toward monetary aid to rail safety. To cover the chance that "weak" railroads would face heavy expenditures in meeting Federal requirements, the bill should authorize DOT—but only after careful consideration—to make occasional reimbursement for safety costs, Goodfellow says. Fourth, both task force report and Administration bill would cover all areas of rail safety (employee qualifications, too) but the bill adds the phrase "in rail operations." And the bill mentions health as well as safety. Goodfellow says rail operations must be clearly defined to include only those activities related to transportation service and that the health reference should be removed. Such corrections are needed to avoid wasteful overlaps with other occupational health and safety legislation, he adds.

UNIONS, STATES HAVE MORE SERIOUS OBJECTIONS

Despite these reservations, Goodfellow calls the bill "a good one" Labor representatives, however, say the reference to rail operations violates task force intent to cover all safety areas, non-operating included. And state spokesmen say there's no excuse for omitting the task force consensus that DOT could certify states to administer Federal rail-safety projects, where capable.

Railroad Milestones

When speeds went over 120 mph... Edgewater was there!

One of the great new advances in railroading has been in completely new concepts of high-speed transportation. An example is the Turbo-Train now undergoing tests and, hopefully, soon to be in daily service. The design of this train is based upon the technology of flight; it is powered by aircraft-type jet engines, its interior and exterior resemble jet aircraft. It has attained speeds of over 170 mph, but initially its operational top speed will be about 120 mph. It rides on Edgewater wheels.

We are pleased that Edgewater wheels have been chosen for this train, as well as for other recent high-speed railroad and urban transit projects.

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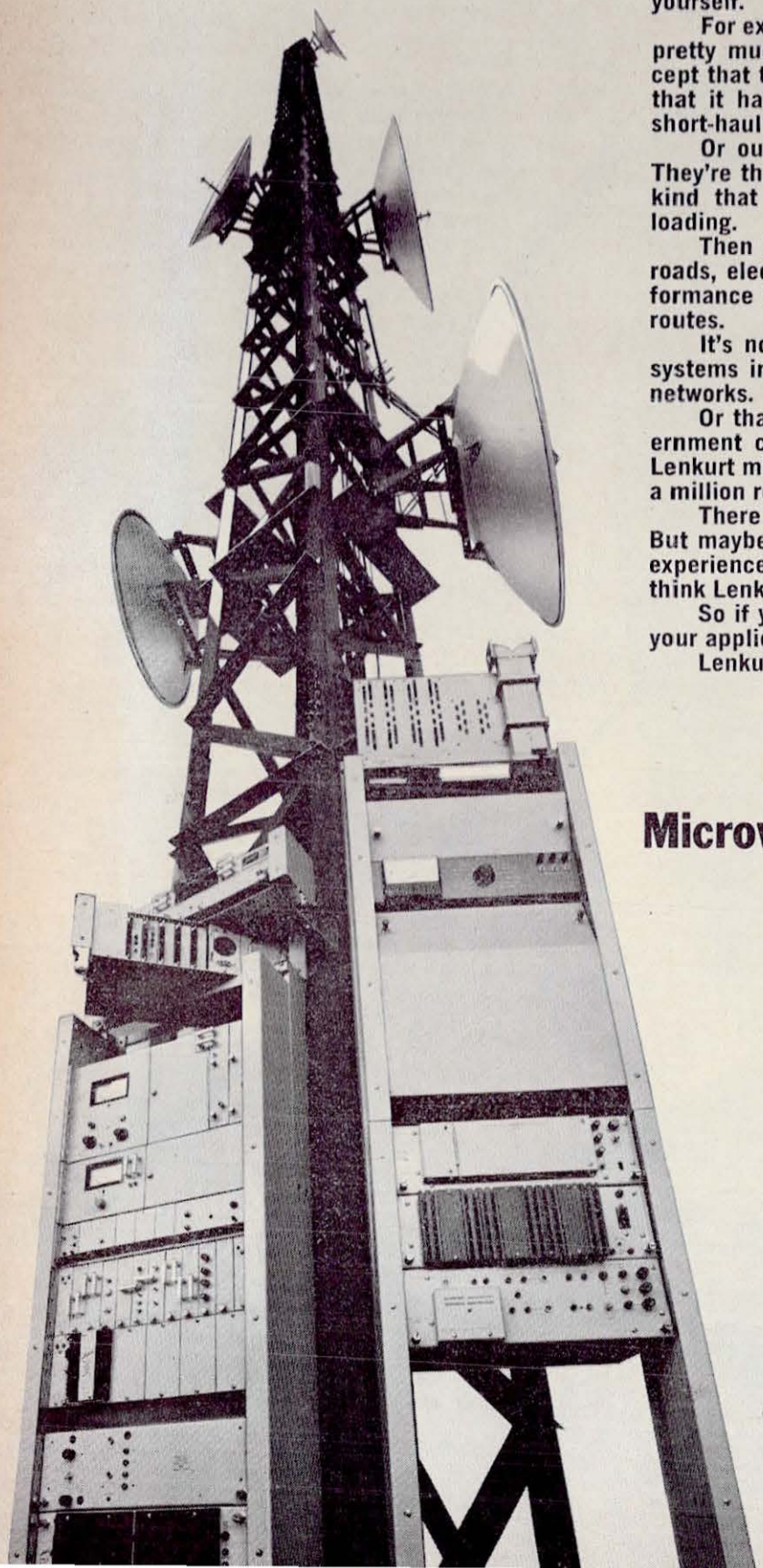

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Railroads launch 8-point program to upgrade service

Railroads are inaugurating a pilot demonstration "to measure freight service performance involving traffic moving on more than one railroad"—a category that accounts for about 70% of all rail freight traffic. This demonstration is part of an eight-point service-improvement program, announced by the AAR, that also includes: an all-out campaign to eliminate the arrival of cars at freight yards without waybills and bills arriving without cars; expansion of programs to pre-block cars through interchange terminals, saving time and reducing the possibility of cars being mishandled; further standardization of report formats and adoption of standard formats for exchange of working information between railroads; development of a standard system of commodity classification of freight cars; greater railroad participation in shipper advisory board sessions; to service problems; increased communication between operating and traffic officers on individual railroads to solve service problems.

The program grew out of recommendations of a committee of three railroad presidents after a nine-month study of rail freight service (RA, Feb. 24, p. 7). Serving on the committee were William J. Quinn, president of the Burlington, as chairman; Penn Central President A. E. Perlman; and Richmond, Fredericksburg & Potomac President Stuart Shumate.

WEEK AT A GLANCE

Metroliners continue to pack them in

Two weeks ago Penn Central doubled the number of Metroliners on its New York Washington run (from three trains each way daily, to six) and more than doubled the number of available seats (from 1,848 per day to 4,080). The big question was: How long will it take to fill them up? The answer came quickly.

During the first week of the stepped-up schedule, said a Penn Central spokesman on Nov. 5, the Metroliners achieved a seat-mile utilization factor of 69.2%—very close to the 75% reported prior to the increase in trains. The airlines, by comparison, have a 40% seat-mile utilization factor on this run. There were indications last week that the upward trend was continuing. On Monday, Nov. 3, Metroliner patronage was up 12% over Monday, Oct. 27.

Shopcraft emergency board offers a compromise

Taking a little from what both sides propose, Emergency Board 176 has offered its recommendations for ending the wage dispute between four shopcraft unions and the nation's railroads. The organization looked with disapproval on the board's report, and carrier spokesmen had no immediate comment.

The three-man board headed by Ralph T. Seward proposed first that the unions accept the railroads' basic wage offer—2% retroactive to Jan. 1, 1969, and 3% retroactive to July 1. It also recommended that the railroads accept a uniform minimum rate of pay proposed by the organizations. And it suggested that the parties negotiate a so-called Class I mechanic rate "not less than 20 cents an hour above the regular mechanic rate, to be applied to the more skilled and responsible assignments as determined by the parties within the limits suggested and to be effective upon agreement." About 44,000 shop employees are involved in the dispute, and the board estimated that between 15% and 25% of the total number of employees might qualify for the skill adjustment.

In addition, the board proposed that "negotiations be continued with respect to rule modification and the granting . . . of a special additional wage increase in recognition of the added efficiency and productivity made possible by such modification. In this connection, it is urged that special negotiations which have been begun apart from this proceeding, related to the operation of the contracting-out rule of a particular carrier, be carried through to a successful agreement and that all obstacles to the successful negotiation of a two-year moratorium on changes in the contracting-out rule be removed."

The Seward Board was created early last month by President Nixon after a breakdown in negotiations threatened (1) a strike against Santa Fe, Great Northern, Illinois Central, Southern, Erie Lackawanna and Chesapeake & Ohio / Baltimore & Ohio, and (2) a shutdown by virtually every other railroad in the event a strike did take place. The board's report was made Nov. 3, and neither party can take action (except to reach an agreement) for 30 days from the date of the report to the President.

Two years ago, the shopcrafts and the carriers were in a similar situation, with a wage/rules dispute unresolved. Then as now, the case had been before an emergency board. Then, the emergency board report failed to lead to a settlement and the problem was laid before Congress—which set up ad hoc machinery for an arbitrated solution.

GUS WELTY

LINES ON LABOR

"EMPLOYEE MORALE" is a subject to be approached with extreme caution. Any reasonably perceptive railroad-watcher is aware of several things. First, he knows the party-line of union leadership: Morale is just plain terrible. He sees the repeated efforts of some union publications to downgrade the industry. Then he looks at the management side. And he's a bit shocked—though maybe he shouldn't be—to find a certain body of opinion which says: "You just can't talk with these people"—meaning employees.

FRUSTRATIONS MOUNT, if the railroad-watcher is also a transportation-watcher, a fellow who observes what's going on, for instance, among the airlines. Morale seems to be about all the fly-boys are selling these days. American Airlines lets employee-figures do its talking. There's Chico Martinez, mechanic, and a pilot, a stewardess, a baggage-handler. Continental wants you to come fly with them and see the difference pride makes. TWA is giving away $1 million, because "our people make you happy, we make them happy." United has so many friendly things it has to number them. The stewardess, UAL advises, is always No. 1. (There's a lingering suspicion that if you walked onto a United jet and asked for a No. 23, a No. 46 and a No. 1 you'd get something like a pair of slippers, an electric razor and a slap from No. 1. But, still . . .)

RAILROADS AND AIRLINES are different businesses. And certainly, airlines have more to gain from promoting pride and friendliness. At the same time, railroads have *something* to gain. Railroads will never perform as they're capable of performing unless there is honesty and understanding between manager and employee. And maybe it's time people on both sides recognized that. Morale—pride and so forth—will follow.

ON THE UNION SIDE, perhaps it's time for a moratorium on snide remarks. Everything management does isn't bad, so why should unions try so hard to greet innovation with a curl-of-the-lip? Today's employee is no dumbhead. He won't forever buy an all-black/all-white approach in any area.

ON THE MANAGEMENT SIDE, perhaps it's time for a renewal of real communication. Union people, too, have ideas. Much might be gained, if management could open up continuing two-way talk channels with local union representatives, and even with the great mass of individual employees when that seems to promise mutual benefit. On both sides, change is worth a try—isn't it?

The rail safety record: How can it be improved?

To a railroad man, safety is a matter of "continual concern." But, says Frisco President R. C. Grayson, "we can do more. We have the opportunity to make railroads safer and better than ever before. I suggest we make the most of it." Grayson had an appropriate audience for his comments — the railroad section of the National Safety Council. He noted, for one thing, "important strides made in reducing employee casualties. At the turn of the century, railroading was considered one of the most dangerous of occupations, second only to mining. Yet in 1968, the casualty ratio for railroad employees was 12.15 per million man-hours. The ratio for manufacturing was 14, and for construction 26 per million man-hours . . . . But, encouraging as these figures are, there are ways in which they can be improved." One proposal: "Hold every supervisor accountable for injuries which occur under his supervision. For too long, safety has been regarded as the responsibility of the safety superintendent and his staff. The responsibility belongs to the line officer—the supervisor for whom the employee works." Grayson takes a similar approach to the over-all problem of safety—calling for a new unity of purpose in promoting safety. It's normal, he told NSC's railroad section, for railroad men "to become departmentalized in our thinking. The safety superintendent thinks in terms of personal injuries and fatalities. The manager of loss and damage prevention thinks in terms of that aspect of the business. The transportation officer thinks in terms of moving trains, the mechanical officer in terms of equipment and the chief engineer in terms of the fixed plant. But when you tie all of our mishaps together, you discover that last year the cost of personal injuries, damage to property, freight loss and damage and the cost of clearing wrecks came to $340 million, an amount equal to more than 50% of the entire net railway operating income of Class I railroads."

Another speaker, Federal Railroad Administrator Reginald N. Whitman, described pending legislation that would give the Department of Transportation broad authority over safety matters. He noted that at the present time "95% of all railroad accidents result from causes not subject to control by the Federal agency charged with . . . promoting railroad safety."

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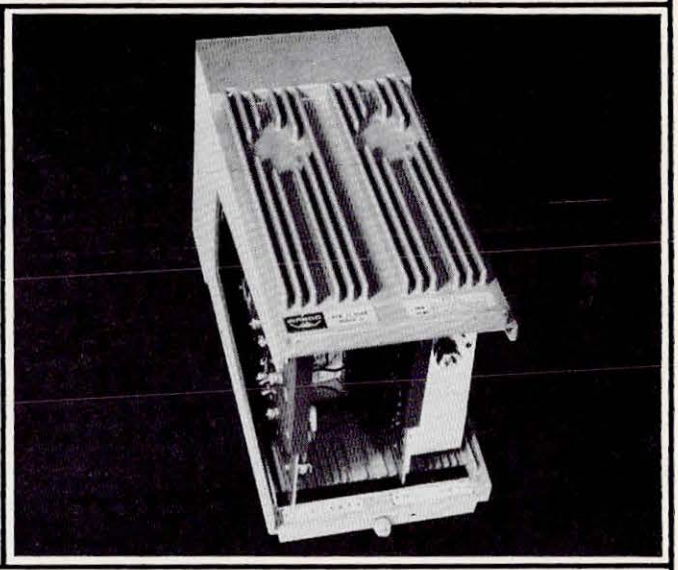

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- all components contained in a new plug-in Unimodule package for easy installation. Unimodules may be rack, shelf, or wall mounted.
- solid state circuitry mounted on plug-in printed circuit boards for fast, easy replacement.
- built-in surge suppression eliminates separately packaged equipment.
- modulation available to eliminate noise interference in electrified territory or similar environments.
- track circuit adjustments made at receiver only.
- 12 frequencies—computer selected to avoid harmonic interference.
- engineered to operate in railroad environment.

For complete information on the new AFO II electronic track circuit equipment, write WABCO, Signal & Communications Division, Pittsburgh, Pa. 15218. Ask for Bulletin 243.

WABCO

Circle 8 on coupon page 33

"We've had good experience with Shell Tornus® Oil in our turbocharged units. And they probably work harder than any in the country."

P. D. Starr, Chief Mechanical Officer, Denver & Rio Grande Western

SHELL

MEMBER RPI

Circle 9 on coupon page 33

BLASTED ROCK falls into a deep cut as a road bed is carved through First Mountain. The rock must be moved six miles.

Private railroad built to move

Highway contractor believes rail will be the cheapest way to handle 1.5 million yards of earth

Ship by rail is the way to go, even if you have to build your own railroad to do it.

That's what S. J. Groves & Sons decided when faced with the problem of how to move a mountain up to ten miles.

This Minneapolis based highway contractor is currently building two sections of Interstate Highway 280 through Essex and Morris Counties in New Jersey. The Essex County section of the contract involves a deep cut through First Mountain in West Orange, requiring the removal of approximately 1.5 million cubic yards of rock and dirt. The Morris County section, which begins six miles to the west, will require almost as much earth for fill over swamp lands.

Between the two sections lies a stretch of graded but unpaved roadbed, presently being completed by another highway contractor.

The obvious way to handle the two contracts is to move the West Orange mountain to Morris County. Not so obvious is the manner in which S. J. Groves is going to make this move.

● **Trucks ruled out.** Most highway contractors would buy a fleet of dump trucks which would shuttle day and night between the two sections. Groves seriously considered this method, but when they got to figuring the number of trucks they would need to complete the contract within the allotted time, they realized the equipment costs would be staggering. Depending on the size of truck selected, they would need between 30 and 50 vehicles for the life of the contract.

A second sobering consideration is the surface over which the trucks would have to travel. Most of it is a very hard, sharp basalt rock that chews up tires rapidly. Only a few weeks could be expected from a set of tires. Thus, operating costs would be high.

A better solution, it was decided, would be to lay a set of rails and move the material in side dump cars.

This decision was not reached quickly. It came after a thorough feasibility study by the consulting division of McDowell-Wellman Company, Cleveland.

● **Three trains planned.** After determining that a railroad would be the most economical answer to the material handling problem, the next question was what rail equipment to buy.

Some additional paperwork by McDowell-Wellman indicated that 24 side dump cars of about 35 cubic yard capacity would be enough to handle the job. These cars will be arranged into three trains of eight cars each. The plan is to have one train in the loading section, one in the dump zone, and one in transit most of the time.

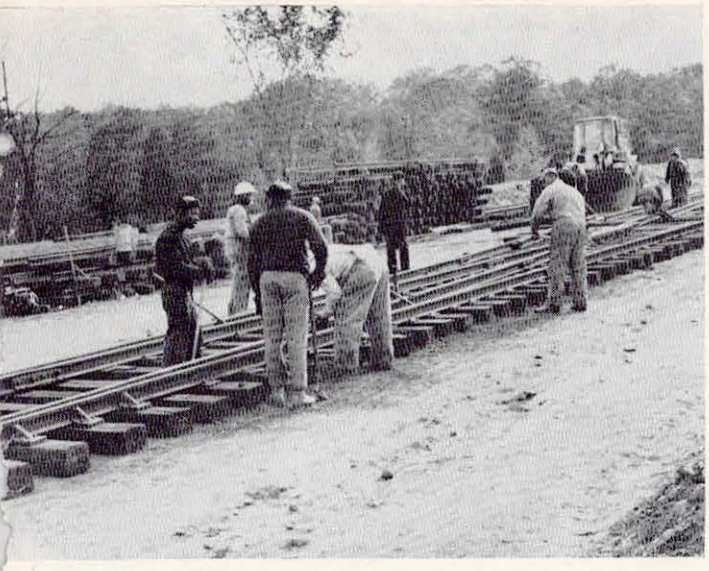
The cars were purchased used from Amherst Industries and are expected to be ready for delivery within a week. Amherst is in the final stages of rebuilding and replating them.

To pull the trains, the contractor bought two new General Electric U33 diesel locomotives. Although the maximum load to be pulled will seldom top 300 tons, the large engines were chosen because some of the grades will be as steep as 6%.

● **Narrow escape.** An interesting sidelight to the locomotive story is that they narrowly escaped being trapped by the nationwide strike of General Electric plants. Built in GE's Erie works, they were completed and released the week before the shutdown. As this issue went to press, the locomotives had passed through Binghamton, N. Y., and were expected at the construction site momentarily.

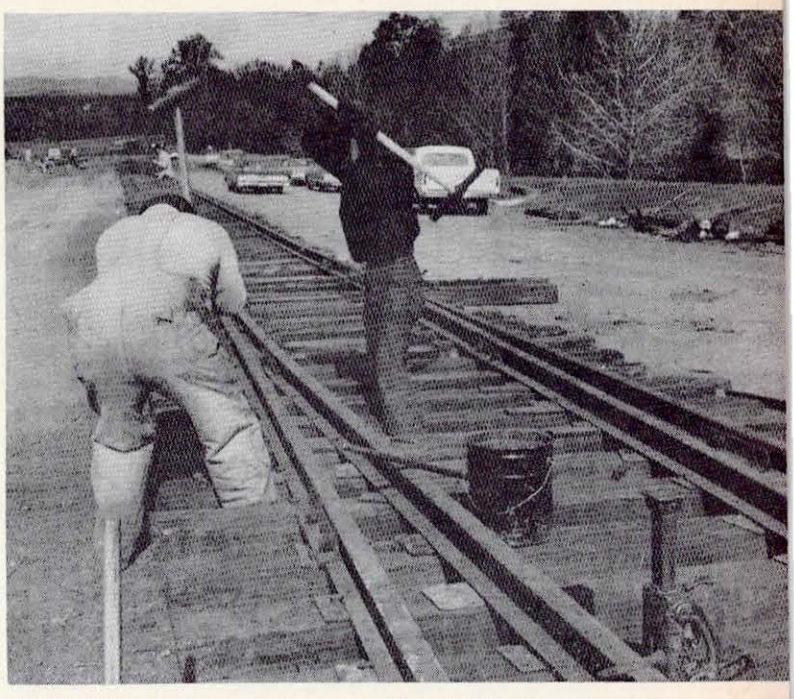
When the locomotives arrive, they will be used to check out the road bed for a couple of weeks before they begin hauling rock. The check out period will also give the operators an opportunity to familiarize themselves with the engines. (Under the terms of Groves' labor contracts, the operators will be members of Local 825, Operating Engineers, not railroad men.)

Except for a couple of bridge crossings and a passing siding, most of the

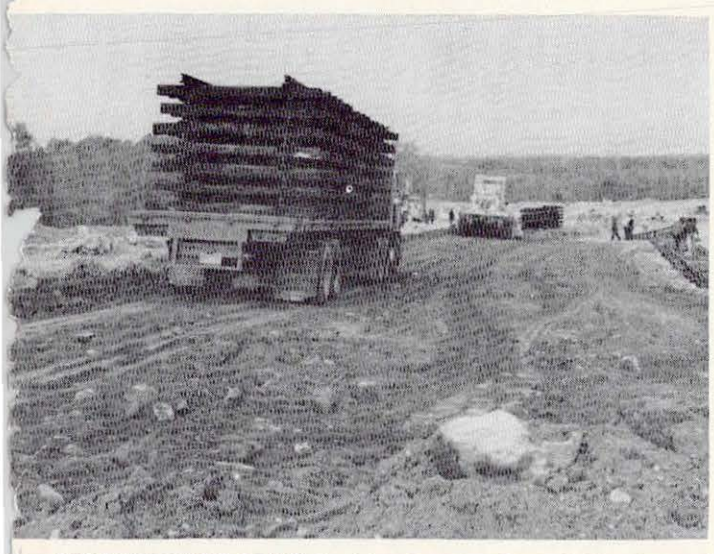


GANDY DANCERS rush to complete turnout for passing siding.

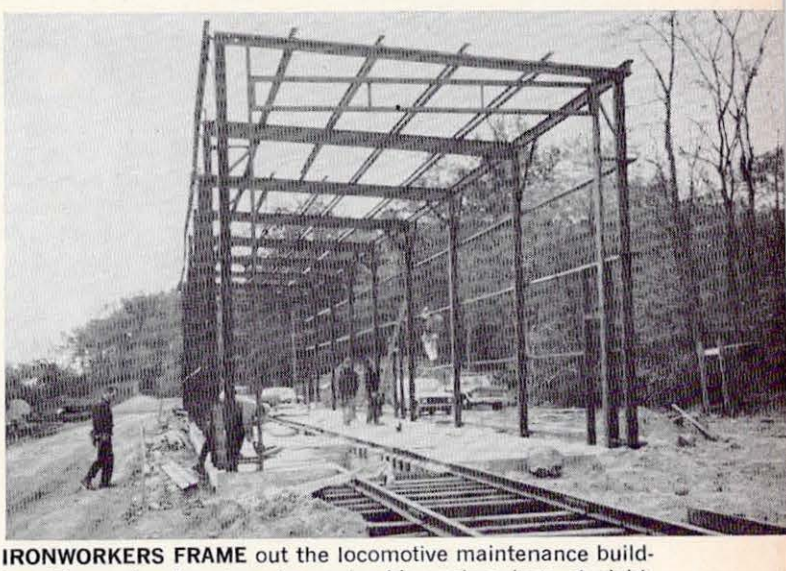
a mountain



FINAL SPIKES are driven for connection with the Morristown & Erie. Two U3300 locomotives will cross this switch soon.



PREASSEMBLED PANELS of track arrive from Railcon's yard in Plainfield, N.J. Each 33-ft. panel weighs about three tons.



IRONWORKERS FRAME out the locomotive maintenance building. The contractor plans to service his engines here at night.

first stretch of track has been laid and ballasted.

Railcon Corp., of Plainfield, N. J., which is building the road for Groves, says it expects to spend about two weeks leveling the track after the locomotives begin rolling over it. The line should then be ready for heavy hauls.

The initial section of track covers approximately six miles of route and includes five turn outs. Two of these turn outs are for the passing siding and two are to provide a connection with the Morristown & Erie Railroad, from which the locomotives and cars will be delivered. The fifth turn out is at the dump end of the line. It is used to permit parallel tracks in that area.

This final turn out and the tracks beyond it will be continuously moved to the west as the job progresses.

Eventually, the line will extend more than ten miles and use about 11½ miles of track. Most of the track that will be needed for the extension is already made up in panels which are being stockpiled at the site.

Railcon's method of trackbuilding, perfected during years of experience with industrial sidings, is both fast and simple. Relatively little equipment or labor is needed to lay several hundred feet of track a day.

All of the track being used on the Groves project is preassembled into 33-foot long panels at the company's yard in Plainfield. Most of the rail being used is 90# AS, although there is a little 107# New Haven in use. There are 17 oak ties per panel.

When the panels are assembled, they are stacked six to seven deep on a

flatbed trailer and trucked to the job.

A 25-ton American Truck crane with a special four point spreader is used to handle the panels.

Ballasting is done after the track is laid and the panels are joined. The rock, 1½-inch basalt, is purchased by Groves from a nearby quarry.

With so much of its own rock available, why is Groves buying from an outside supplier? According to John Christy, the project director, the company simply decided it wasn't worth the trouble to set up a crushing operation for the amount of stone used.

● **Highway Department questions.** The possibility of using rail equipment was under consideration at the time Groves bid the job, but nothing had been said about it outside the confines of the company. It wasn't until after the contract was let that the subject was broached to the state engineers.

After the engineering details were explained to the state officials, the only serious misgivings seemed to be over the ability of the several bridges along the route to carry the expected loads. In anticipation of heavy truck loads, one deck of each pair of bridges along the route had been designed to carry a 45-ton load. (Supposedly, the westbound bridges were to be the stronger ones. One design engineer didn't get the word, however, and beefed up the eastbound deck. As a consequence, the railroad sinuates at one point, crossing the medial strip twice.) The question remained, would the decks be able to carry the train?

To answer the question, the Groves engineers worked out a structural system that would distribute the train's loads in such a manner that it would always be below the limitation. The system involves centering two wooden stringers on the deck between the three main bridge stringers. Heavy timbers, almost half again as large as normal crossties, are then laid across the wooden stringers. This method of supporting the track insures that the load will be distributed evenly to all three support members and will not exceed the design limitation of any one of them.

● **Two year project.** The Groves contract calls for completion of the grading on both the Essex and Morris sections before the end of 1971. Anticipating a very high production rate from his private railroad, Christy does not foresee any difficulty in meeting the completion date.

No decision has yet been made about what will be done with the railroad at the end of the contract. They may sell the equipment or they may use it on another project. After all, when you are as big a contractor as S. J. Groves & Sons, you can always find another mountain to move ■

Utilities hope to electrify railroads

Phoenix symposium explores potential—and problems

Capitalization and energy costs were identified as the vital factors in the future of railway electrification last week. The occasion was the Phoenix, Ariz., International Electric Vehicle Symposium sponsored by the Institute of Electrical and Electronics Engineers. The possibility of this power source for many of America's heavy-traffic rail routes got attention during a panel session.

E. O. George, president of Detroit Edison and chairman of the utilities' Edison Electric Institute Committee on Railway Electrification, stressed the need for a "sincere and determined cooperative effort between the electric and railroad industries" in resolving the quandaries posed by electrification. The potential, he said, is faster and more economical service which would enable railroads to compete more effectively with other modes.

● **New market area.** George identified transportation as the major market not so far penetrated significantly by the electric utilities. "The technology has not been available, market demand and acceptability were lacking, and other fuel sources have been able to satisfy requirements for energy," he explained. There is now, he added, a new commitment on the part of utilities to seek out and serve the growing, changing needs of the country's complex transportation system.

In the case of the rail mode, said George, the technology and need exist right now with converging trends in the electrical and railway fiields making electrified railroads immediately economical and practical. Studies sponsored by EEI have shown, he continued, "that not only is electrification a better way to run a railroad, but from the standpoint of technology and design is entirely feasible." A complete electrified rail system could be built now.

● **Financing problem.** Because railways' "rate of capital formation simply is not great enough," said the utility executive, "it would be unrealistic to expect that they would be either willing or able to undertake such a massive capital expenditure program as is represented in electrification."

Among the financing possibilities are utility ownership of catenaries with a lease-back arrangement, or the joint use of rights-of-way with multi-purpose catenaries that would also serve for power transmission. "Rate considerations relate directly to the capitalization alternative that is ultimately decided upon," the utility executive stated. "If utilities do share or assume the capital expense of catenaries, the cost would have to be reflected in the energy price to the railroad. And electric energy rates are pivotal in establishing the feasibility of railway electrification." He concluded that population growth and concentration have strained America's $500 billion transportation system with electrification of existing rail lines offering "the most sensible, practical and efficient remedy for the near-term future."

● **"Turned on."** S. Graham Hamilton, manager of railroad electrification for General Electric's Locomotive Department, called railroad electrification "a golden opportunity for the utilities as their second largest area for growth. For the user—the high-volume railroads—it is also a tremendous opportunity for cost control. Inflation and intensified competition are placing the railroads under greater pressure than at any time over the past 25 years".

The continuing growth of the utilities has required larger generating units, higher transmission voltages and closely knit interconnections—each making it more feasible for a railroad to electrify, said Hamilton. He cited GE's commitment to electrification as it might best be typified by the Muskingum Electric Railroad in south-eastern Ohio (RA, June 9/16, p. 16).

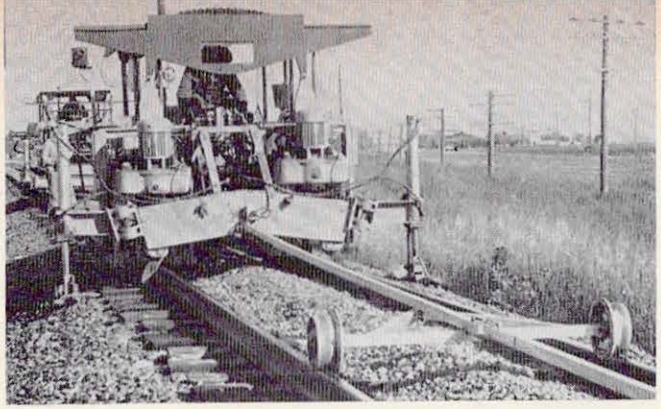
The Muskingum demonstrated many aspects of advanced electrification which are immediately available to all railroads, he explained:

—Ability to utilize high-horsepower electric locomotives which can place a lot of power into a very compact space and should cost substantially less to maintain than equivalent diesel-electric locomotives.

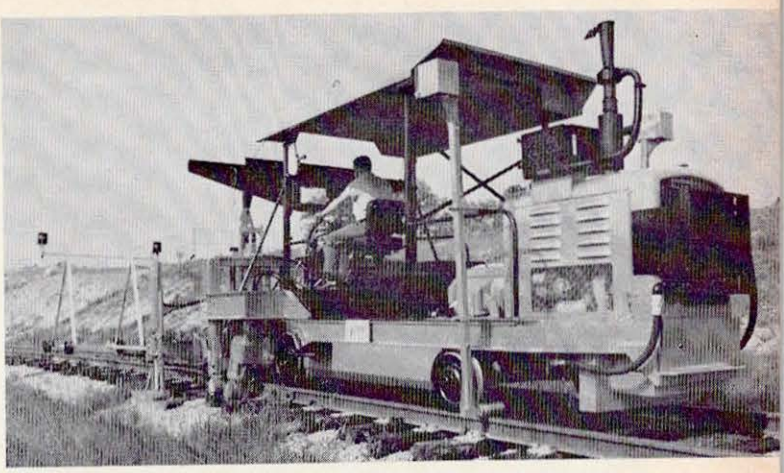
—A very light, relatively inexpensive catenary system.

—Use of commercial electric power "as generated" without costly rectifying or frequency changing equipment.

The symposium was attended by over 500 representatives of various transportation modes from at least ten different nations. It was evident that increasingly more and more vehicles are being designed with electricity in mind as a more efficient and economical power source. ■



LEADING MACHINE HERE is a tamper equipped with recently developed sighting device called a Junior Foreman.



LIGHT-BEAM referencing arrangement includes infra-red projectors, shadow board and photo-cell receivers.

"Junior" does a man-sized job

Tamper attachment cuts two-man crew down to one on the GN.

Great Northern has been using the Junior Electromatic tamping machine for raising and surfacing its secondary main tracks and branch lines, as well as for track spotting. But the Junior tamper, when operated alone, requires a foreman for sighting the track raises and an operator for adjusting the cross level and for actuating the tamping tools.

The more he studied its operation, the more V. C. Hankins, GN's engineer-maintenance of way, became convinced that the machine could be made into a one-man-operated unit if the proper attachment was used with it. He conveyed his thoughts to the engineers of Tamper, Inc., manufacturer of the tamping machine, and a new attachment, called the Junior Foreman, was developed. The new device makes the track-raising operation semi-automatic and eliminates the foreman's former activities on the tamper as well as the seat and peep sight provided for him.

● **Starts out in a yard.** The railroad placed the Junior tamper equipped with the Junior Foreman device in service the last week in August. It was used in conjunction with another machine, the Switch Electromatic tamper (also manufactured by Tamper, Inc.), to raise and surface three mile-long yard tracks. These were raised four inches on processed gravel ballast in the yard at Grand Forks, N.D. The Junior tamper tamped every fifth tie. The Switch tamper, working behind, filled out the tamping and also tamped the turnouts. The two machines raised and tamped an average of three-quarters of a mile of track a day.

It is the intention of Great Northern to use the Junior tamper with the Junior Foreman for spotting and joint peaking, and, with the Switch tamper, for out-of-face raising and surfacing of secondary main lines, branch lines and industry tracks,

When seen in operation the outfit was working on the road's Hillsboro line between Gardner, N.D., and Fargo, making a 2-inch lift and surfacing track between Mile Post 28 and Mile Post 44.

● **Tamps 4600 feet a day.** Again, the Junior tamper with the Junior Foreman attachment was working with the Switch tamper. The Junior tamper was raising and tamping the ties at joints and quarters. The Switch tamper, working behind, tamped all ties. The rate of production averaged about 925 feet per hour of on-track time. Four trains cut daily work time to about five hours.

The work force included a foreman, two operators and two laborers. One laborer, using a pickup truck, set out and picked up the flags. He also assisted the other laborer in forking ballast to the tampers. When a turnout was reached, the men used track packs to raise it. The Switch tamper did the tamping.

I. H. Lyngby, GN's assistant superintendent of maintenance at Grand Forks, expressed satisfaction with this equipment. He said this team of units enabled him to do out-of-face work, including the turnouts, without having to use the larger Autojack Electromatic tampers which are in great demand for main-line work. He also pointed out that the Junior tamper and the Junior Foreman will mechanize spotting, joint peaking and siding work with a minimum of labor. ■

Junior Foreman uses infrared light beam

The Junior Foreman is engineered for use on the Junior Electromatic tamper and the Switch Electromatic tamper, both manufactured by Tamper, Inc. It employs the same infrared light-beam sighting system used on the larger Autojack attachment for the Electromatic production tampers.

Junior Foreman has an elevated spotboard buggy that is pushed ahead by two 21-foot pusher bars. The spotboard has an infrared projector over each rail. A shadow board, equipped with a spirit level for making adjustments in cross level and superelevation, is so mounted on the machine that it is positioned over the tie being tamped. The light beam is received by a photo cell placed on each side at the rear of the tamper. The photo cell is held at a fixed height above the rail by a roller support. Only one reference beam (over the grade rail), is used at one time.

In operation, whenever the infrared beam from the front projector passes over the shadow board, which is referenced to the rail, and into the photo cell on the rear mounting, an indicator light on a control stand by the operator advises him that jacking is required. The jacks are then actuated by the operator. When the track has been raised sufficiently to cause the shadow board to cut off the beam, an automatic valve shuts off the jacking motion and extinguishes the indicator light. The operator then adjusts the cross level and actuates the machine's tamping tools.

GREETINGS—W. Graham Claytor, Jr. (left), Southern Railway president, welcomes Alan Pegler, owner of Britain's famed "Flying Scotsman," to Washington, D. C.

"Flying Scotsman" winds up U.S. tour

How do you operate a British steam locomotive—complete with British "drivers" (engineers)—over U.S. main lines? Penn Central, Southern, Illinois Central and Burlington-Rock Island had to answer that question, to accommodate the 2,000-mile, six-week trade mission embodied in the steam-powered "Flying Scotsman" train, which recently wound up its U.S. visit with stops at Dallas-Ft. Worth and Houston.

The main problem in the operation was the locomotive's lack of automatic train-stop equipment. To meet that situation, U.S. railroads ordered operation under an absolute-block procedure for the movement over their track.

Under absolute block, a freight or passenger train is not admitted to a block when an "opposing" freight or passenger train is already there—except under flag protection. Also, no train can follow a passenger train into a block except when authorized by train order, permissive signal, or prescribed form. When such a movement is authorized, the train following must be ready to stop short of the train ahead, and the train following can move at only 15 mph.

U.S. railroads also supplied trainmasters and road foremen to ride through their divisions to help the two British engineers, both of whom were veterans of steam and diesel operation in England.

A standard U.S. coupler was installed on the front of the locomotive, a 4-6-2 A3 Gresley Pacific, so that all extra power for the train could be added on the front end. Because of the relatively light wood and steel construction of the nine cars in the train, U.S. railroads decided it would not be safe to push or pull the Scotsman from the rear. All the cars except one Pullman, the "Lydia," had hand brakes. The "Lydia" was permanently coupled to the observation car at the end of the train.

In the mechanical area, British crew men handled the train's lubrication. However, boiler work, brake testing, running gear and safety appliance checks, and equipment cleaning were provided by U.S. yard personnel.

The operating costs for the U.S. tour were estimated at $150,000 by a spokesman for the Scotsman. "I think we'll break even," he said.

The train arrived in Washington, D.C., about 11:15 a.m., Oct 25, a Saturday. Normally, at 11 a.m. on a Saturday, the TV train-arrival boards at Washington's Union Station show 11 trains. On this Saturday, however, 12 trains were listed, and the twelfth was getting all the attention. The name "Flying Scotsman" stood out. In the concourse, a booth with six sides that all looked like British flags told you what the arrival-board didn't—that the Scotsman was a once-famous steam-powered British train, with four exhibit cars of British products, that would stand on track seven for three days for the natives to look at.

The train came to Washington for the same reasons it had already visited Boston, Hartford, New York, Philadelphia and Baltimore and would still visit Atlanta, Dallas-Fort Worth and Houston: (1) to show off an olive-green Pacific steam locomotive saved from the scrap yard by a millionaire steam buff, and (2) to promote British imports in co-operation with American department stores along the Scotsman's route, and (3) to show Americans how wealthy (and famous) British gentlemen used to ride in posh comfort between London and their country homes.

The Scotsman's operation, however, seemed conducive mainly to showing off the steam locomotive. It seemed that many people waiting in line to step up into the locomotive cab failed to notice (or noticed but were uninterested) the other stairway, farther back in the train, which would take them into the exhibit cars.

Those who did make it to the display cars found themselves pushed gently along a narrow corridor jammed on both sides with exhibits. There was little time or space to get much of an impression of British imports. Washingtonians apparently turned out in smaller numbers than anticipated. Each of the three days in Washington found the exhibits closing about four hours earlier than planned. Nevertheless, an estimated 7,000 people visited the Scotsman while it was there.

Among the exhibitors was British rail. The emphasis of the BR display was on passenger service. In a folder, "Passenger Travel in the 1970s," BR said: "British Rail are now planning an entirely new and exciting pattern of passenger travel in the 1970s—by trains, ships and hovercraft. They are combining comfort with speed and advanced design thinking."

One of BR's projects is the Advanced Passenger Train: "It is capable of operating at 125 mph on standard track. Even higher speeds, up to 150 mph, may be attained later. Notable features will be its lightweight construction, its ability to 'lean over' on curves, and its gas-turbine engines. But there is a whole wealth of other development now in hand—track, rolling stock, signaling, traction—which promises to make the 1970s a decade of progress such as railways have never seen," the BR promotion material says.

Other Scotsman exhibitors included: American Express, Denby pottery, Lea and Perrins foods, Pretty Polly hosiery, Andrew Barr leatherwork, Heritage of

(Continued on page 25)

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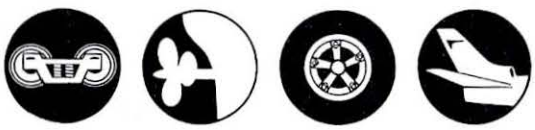

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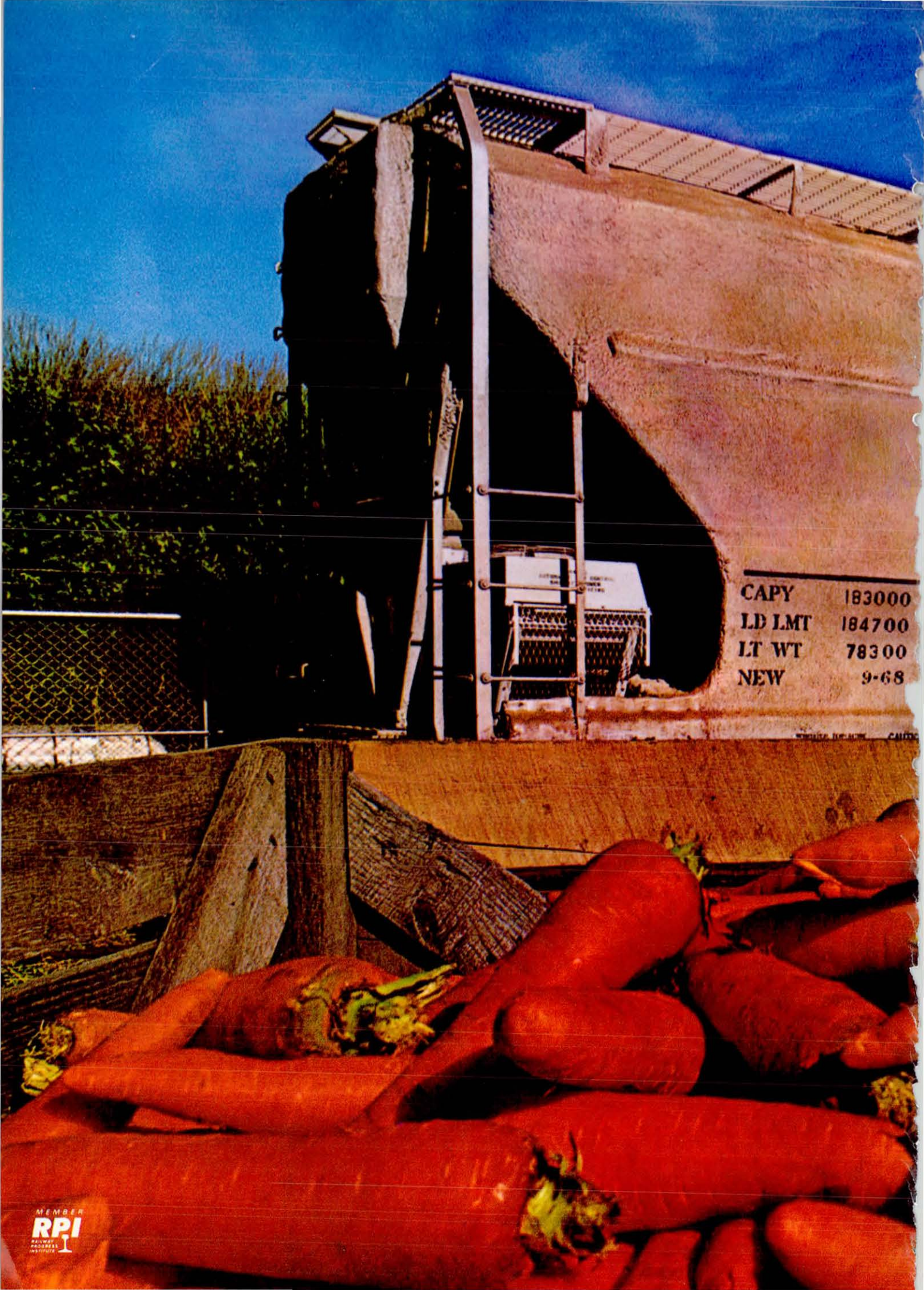
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(Continued from page 20)

England exports, Cutty Sark scotch whisky and gin, Dunhill smoking accessories, B. S. A. motorcycles, Langley stoneware, SWI knitwear, the British Post Office, Lloyd's of London, Basset-Lowke model trains, Holdsworth fabrics, and the Royal Shakespeare Company.

To help pay for the tour, souvenirs were sold as follows: stainless steel drinking mug, $12; stainless steel napkin holders, $6; wood Flying Scotsman plaque, $5; book, "This Is England," $2; lantern, $12; green Flying Scotsman necktie, $3; framed print of the locomotive, $10; Flying Scotsman recording, $5; steam books, $10.

The main exhibit, of course, was the locomotive itself. Built in 1923 by Doncaster Works for the London & North Eastern Railway, the 4-6-2 locomotive became well-known in Great Britain before retirement in 1960. The locomotive's fame came from its service with the Flying Scotsman train that ran nonstop between London and Edinburgh—a 393-mile journey made in 8¼ hours.

For its U.S. visit, the Scotsman pulled nine cars—four exhibit cars, two Pullmans, an administration car, a reception car and an observation car. All constructed of wood and steel, the cars came over in their original brown and yellow colors. The two Pullman cars, Lydia and Isle of Thanet, had been used by Winston Churchill and by Dwight D. Eisenhower during World War II.

The man behind the Scotsman's survival is 49-year-old Alan F. Pegler, a former manufacturer who now spends his time on railway interests. Five years ago, Pegler rescued the locomotive from scrapping. It cost him $8,000. Including the initial cost, the total Pegler outlay for the Scotsman up to now is $120,000.

Pegler was aboard the train for the American journey. With him was John Spencer Churchill, a nephew of Sir Winston.

In Washington, the train was met by the city's deputy mayor, Thomas Fletcher and W. Graham Claytor, Jr., Southern Railway president. Later, there was a Union Station meeting between the British Ambassador to the U.S. and the exporters aboard the train and the chairman of the British Railways board. Locally, the Woodword and Lothrup store conducted its Great, Great Britain Fair on British imports. Also on the Washington scene were members of the National Association for Irish Justice. They staged two protests at Union Station, similar to those at previous stops.

The Scot engineer, or driver as the British call him, was Norman Clarke, 47, a steam and diesel driver since 1958. He was assisted by a senior driver, Henry J. Foster, 60 who is an occasional driver for royal trains. ■

FRANK MALONE

WATCHING WASHINGTON

WHAT ARE CHANCES for a law reducing rail workers' hours? That seems to depend on Senate consideration given to proposals different from, but related to, hours of service. These proposals are for broad Federal control over rail safety. Without over-all safety hearings, the House on Oct. 9 voted 270-0 to cut rail work-time from 16 hours to 12. The Senate subcommittee on surface transportation, however, has held hearings not only on the 12-hours bill but on safety generally. And before the subcommittee decides whether or not its parent Commerce Committee should "report out" an hours bill for a Senate floor vote, one question from the safety hearings apparently will have to be answered. The House didn't have to face it.

THE QUESTION IS THIS: Should the rail-safety jurisdiction proposed for the Secretary of Transportation leave existing safety laws intact? Yes, says a bill sponsored by Vance Hartke (D.-Ind.), the surface subcommittee chairman. Though this bill would extend DOT's reach into rail safety, it would preserve existing laws for the Secretary to enforce. However, a bill sponsored by the Transportation Department says the opposite. The DOT bill would extend the Secretary's jurisdiction in such a way that all safety statutes would be repealed. The statutes should be converted to rules for the Secretary to administer at his direction, the bill says.

IF THE SENATE SUBCOMMITTEE says okay for hours-cutting (and one report has that okay coming this week), it would seem that the subcommitee had looked ahead to broader legislation preserving that okay. If on the other hand, the subcommittee holds back a decision, it would seem that the members had looked ahead to broader legislation itself containing apparatus for prescribing work-time. Why push one law now when it might promptly be phased out by another law? (One possible answer is short-term political gain.)

IF THERE'S A DELAY in that verdict, it might also mean that rail arguments against hours-cutting legislation were reinforced at the last minute. If hours must be limited, railroad witnesses said at the Senate hearings, a better way would be through administrative process, the very thing called for in the DOT bill. As railroads see it, Congress should delegate regulatory power over hours to the DOT Secretary and direct him to make proper rules based on proper procedures. That's how it's done for truck-line and airline workers. Rail say they will support the same for themselves.

Crosstie

"We find that to purchase crossties we must still follow the same intricate and involved procedures which prevailed for the past 40 years."

William J. Eck, C&O/B&O

". . . What assurances can we have that there will be an adequate supply of good ties both today and over the long run?"

Robert C. McGowan, C&O/B&O

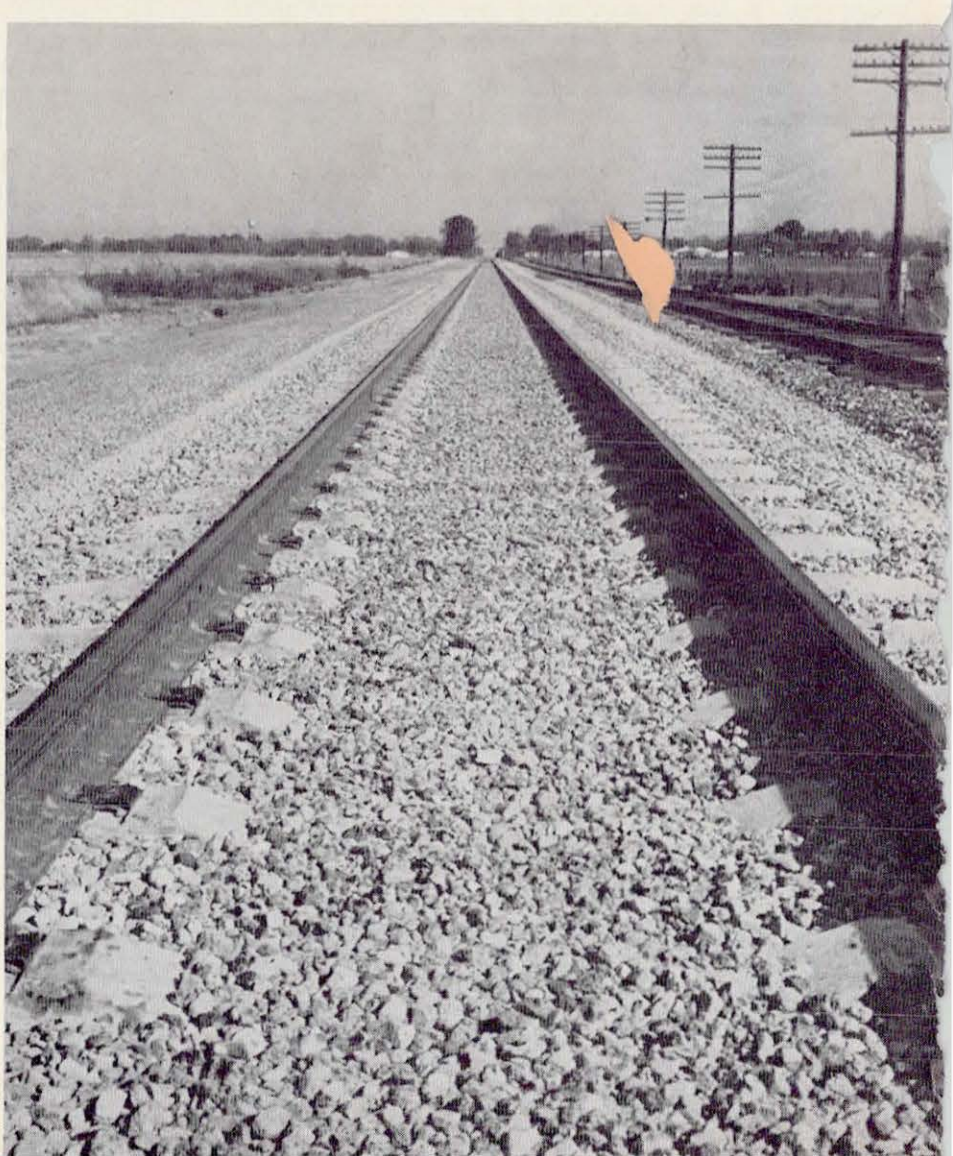
Producers of wood crossties must have felt that some of the speakers before their annual convention last month had conspired to create an uncomfortable atmosphere for them at the meeting. Such thoughts must have crossed their minds as a succession of speakers, all railroad men, (1) told of difficulties in getting their requirements of wood ties, (2) asked pointed questions about the amount of research being done to improve the wood tie, (3) suggested the possibility that tie producers had failed to modernize their production methods, and (4) even hinted that difficulties in obtaining wood ties may force railroads to resort to concrete ties to satisfy some of their requirements.

Some typical comments by the speakers:

"We think that railroad crossties and

"We believe the time has come for more widespread use of skidders, swamp-buggies, haulers, slashers, and whatever type equipment is necessary to overcome the logging problems created by heavy rains or swamp water."

H. M. Williamson, Southern Pacific



SEVERAL SPEAKERS at the Railway Tie Association meeting indicated there was a growing interest in the concrete tie. This view shows a portion of a concrete-tie test installation on the Baltimore & Ohio at Noble, Ill.

makers hear some hard talk

railroad wood products need drastic improvement . . . in terms of lasting quality . . . and more management methods in production and control of supply to assure us delivery on schedule."—William J. Eck, vice president-purchases and materials, Chesapeake & Ohio/Baltimore & Ohio.

"Above all, do not fight to maintain the status quo and the supremacy of wood ties regardless of engineering and economic considerations. You can't ignore the concrete tie hoping it will 'go away.' "—Robert C. McGowan, vice president-planning, C&O/B&O.

"Improvements have been made in concrete crossties in recent years. While we do not have any concrete tie installations in service on our road (except for a few test ties), we may find it necessary to utilize the concrete tie in new construction because of the shortage of timber ties."—H. M. Williamson, chief engineer-system, Southern Pacific, and president, American Railway Engineering Association.

These are all excerpts from addresses made before the 51st annual meeting of the association. It was held at the Sheraton Hotel, Philadelphia, Oct. 22-24. Robert H. Devine, president, was in charge of the meeting. He is assistant vice president, Forest Products Division, Koppers Co.

● **Using the "nitty-gritty" approach.** Eck's aim in his address was to get "down to the real 'nitty gritty' of our mutual problems—as I think you would want me to." He offered an apology in case his words were "too strong," and then proceeded to couch some of his observations in strong terms.

His comment about the need for "drastic improvement" in wood crossties was one. Another had to do with the matter of technological progress. "What," he asked, "is the vast railroad crosstie industry doing to keep its product in tune with the times? Is it engaged in extensive research to produce a crosstie that will last longer and stand up under the heavier, faster-moving freight equipment now being used by railroads—more of which will be required in the future? Are you applying modern techniques to production and distribution of your products?"

● **Resources adequate, but—.** Eck had his own observations to make about the last question. "We are advised," he said, "that timber resources are adequate for our immediate future needs. But what about the men, money and machines needed to adequately meet those needs? Our society today has moved far beyond the type of manual operations which many crosstie suppliers are still using for their production. The blunt truth is that simplification and standardization of production methods are long overdue.

"Yet, we of the railroads—your customers—find that to purchase crossties we must still follow the same intricate and involved procedures which prevailed for the past 40 years. It is much easier for us to procure the steel needed for our rails. Yes, steel—and even locomotives, with their multiplicity of components and precision assembly—are much easier to obtain when we need them, than are crossties, a much simpler product . . . Why should this be? Why is the crosstie and lumber business, in so many cases, still depending on old-fashioned, outmoded methods?"

Eck said he realizes there is a growing demand for lumber products for crating, pallets, pulpwood, dunnage and containerization: "We know these demands cut into the the supply of logs formerly used for crossties. But, to be honest with you, and in terms of your own interest, we question whether the production of these items, in preference to a heavy volume of crossties, is commercially advantageous to you."

● **Talk, but no results.** In an effort to get improved crosstie delivery service Eck said he had talked with members of the crosstie industry but without results. Apparently he had learned that many of the producers had provided money and equipment to small individual mills in an effort to improve production.

Doesn't seem to work

"But this method," he said, "does not seem to be increasing volume of production to any noticeable degree—and certainly not to the extent required."

At this point Eck made a suggestion for overcoming the problem. "Maybe it is time," he said, "for you to put your money and energies into your own production company . . . This, it seems to me, might be the answer—a step in keeping with today's faster and more economic production methods used in other industries.

"Would it not be just plain good business to consider a consolidated operation in specified areas, *under your own control?* Would this not lessen the competition, restrain prices and improve the volume of output—assuring a greater allocation for logs for the production of crossties, instead of permitting those logs to go for pulpwood, pallets and miscellaneous items as so frequently happens now? . . . I'm sure you must have considered this. But what is being done to advance the idea?"

● **How about a tie factory?** "Do crossties really have to be produced under methods so totally different from other materials? Why not a factory-type production line—a merger of activities to allow one organization to do the whole job—from the supplying of logs to production of ties in a modern mill? If it is not practical for one organization to complete the entire job, could there not be at least some effort made to unify operations, so as to eliminate a few of the many separate groups now involved in the process?"

It is Eck's reasoning that an arrangement such as this would cut labor and other costs while greatly increasing output. "Steady operations would be assured," he said, "so that labor and material could be utilized year around, thereby eliminating the competition for work forces from other types of modern manufacture. We hear a lot of R&D; why not try an approach with research which will develop the volume of ties we need?"

Because of the seriousness of the problem of having crossties orders filled on schedule, Eck said it had been recommended in some quarters that the railroads consider purchasing the logs themselves and deliver them to treating plants, instead of buying finished ties. "But in our view," he added, "this would not be a practical solution to the problem. We want you, the crosstie industry, to handle the job for us and deliver a finished product, on schedule, and fairly priced."

● **Why a tie shortage?** Williamson also expressed concern over the crosstie procurement problem. "Why," he asked, "are we experiencing a shortage of crossties? Is it the increasing demand for oaks and other hardwoods by furniture, flooring, pallet and pulpwood industries? Is it the unusual annual rainfalls reported in some areas, which have prevented logging in the forest? Is it a shortage of labor brought about by attractive wage offers in other industries or simply by full employment? . . . What-

MORE MECHANIZATION MIGHT EASE THE CROSSTIE PROBLEM

ever the reason, it appears the railroads and their crosstie producers have a mutual problem which must be resolved by close cooperation."

Pointing out that an obvious problem in crosstie production is obtaining adequate labor for logging and operation of the sawmills, Williamson cited the experience in dealing with a similar problem in the M/W field years ago. "In the early 1960's," he said, "we had an analogous problem with hand labor for maintaining track. This labor problem was solved by mechanization. The work is now performed by fewer men who by their skill and greater productive capacity receive equipment operators' wages. The work is 'scheduled' and the large fluctuations of employment, which had been experienced in hand-labor operations have disappeared."

● **More mechanization proposed.** Williamson's understanding is that automated crosstie mills equipped with debarkers and chippers are appearing more frequently in production areas. There has also been some activity in mechanizing production operations in the forest, he said, through the use of rubber-tired skidders, "but like the automated sawmills this equipment seems to be the exception instead of the rule. We believe the time has come for more widespread use of skidders, swamp-buggies, haulers, slashers, and whatever type equipment is necessary to overcome the logging problems created by heavy rains or swamp water."

With the aim of solving the crosstie-procurement problem Williamson is convinced it is time to step up two-way communication between railroad management and crosstie producers. Since automated mills and logging equipment will take more initial capital investment than is used at present, he anticipates that the producers will raise the question, "how can a source of capital and labor be developed if the railroad industry's demand for crossties follows the historical fluctuations of feast or famine?"

While admitting that he doesn't have the answer to that question, Williamson feels that this and many other questions should become part of the dialog resulting from the two-way communication he mentioned.

● **Answers needed.** With the need for a lower-cost track structure in mind, the C&O/B&O's McGowan put forth five questions to the tie producers—"some of which may have immediate answers, others may prove to be more knotty or even unanswerable today."

The first question: How much research is being done by the tie suppliers to insure that their product is compatible with the track structure system of today as well as of tomorrow? McGowan followed this question with a series of subsidiary questions. He asked, for example, how modifications in ties—or their application—can contribute to a more stable track better able to handle longer cars, faster trains, heavier loads, or more powerful locomotives?

"Could changes be made to the tie that would facilitate the mechanical handling techniques now in use or in prospect for track maintenance? Would it make sense for us to alter our own tie-renewal policy? Maybe we could make money by renewing ties wholesale or 'out-of-face,' selectively reclaiming those ties fit for reuse on secondary lines. This would be analogous to our rail-renewal practice. It would avoid the problems of frequent disturbing of the track and interruption to traffic. And it would insure more uniform rail support and ballast loading. Have this and other systems approaches been examined in the total marketing concept for railroad crossties?"

● **Is it equal to demands?** McGowan said his second question, somewhat related to the first, was addressed specifically to the suppliers. "The increase in track-related derailments," he said, "continues to raise questions as to whether today's timber-tie-ballast-rail track structure is really equal to the demands put on it. Should the suppliers represented by the Railway Tie Association be content to sell us merely ties? Why not an integrated track system? We don't buy a diesel engine, wheels, trucks, generator—we buy a complete locomotive. Should the same philosophy apply to track?"

Will supply be adequate?

McGowan's third question was concerned with the over-all area of supply. "You and we," he said, "have both been pinched by changes in the basic forest products industry—the decline in the availability of suitable timber, the spiraling use of this timber for pulpwood, veneer, and furniture too, and the passing of many small, independent mills. These have all caused their problems . . . There is no need to belabor this point. Simply stated, what assurances can we have that there will be an adequate supply of good ties both today and over the longer run?"

In his fourth question McGowan asked what more could be done to reduce the over-all cost of installing a wood tie in track? He pointed out that the total cost of putting a wood tie into C&O/B&O track today is roughly $13.50. Itemizing this cost, he said that about $6.50 represent the delivered cost of the tie itself to the site, $2 in installation labor (on a highly mechanized basis), and another $5 is tied up in various fasteners.

He added: "Any number of approaches might be taken to lower this expense. For example, the specifications for the materials might be altered, or the quantity per mile adjusted, such as was the case in slightly widening our spacing standards. Perhaps there are changes in the related hardware you can develop or suggest. Or methods of installation might be further modernized, or some prefabrication techniques could be developed."

● **Old ties as a by-product?** As part of this same question McGowan also discussed the problem of disposing of old discarded ties. This is a cost element, he said, that cannot be disassociated from the total cost of a tie: "More and more frequently we find we must not only haul new ties to a site for use, but must pick up and haul away the old ties. It would significantly alter the total cost of a tie if it were usable for some by-product once we were finished with it."

In his final question, McGowan asked the tie producers what kind of promise they see for themselves as well as for the railroads in ties of an entirely different material? "While it's true" he said, "that today's leading contender is the prestressed concrete tie, maybe there are other possibilities that offer particular promise. If not for the entire tie, then for portions of the tie . . .

"I encourage you to undertake this research with the thought of promoting it and capitalizing on its success if economically sound."

In a paper prepared for delivery before the meeting G. M. Magee, assistant vice president, Research Department, AAR, presented the fifth progress report on a cooperative research program on wood ties undertaken by the RTA and the AAR Research Center. This year's report dealt almost entirely with observations of a field installation on the North Western of wood ties of different sizes and spacings, including ties built up from several pieces.

In a summary of the results to date Magee said that it is not possible yet to arrive at a definitive evaluation of the merits of the different tie arrangements, "but it appears that they are all so good it will take a longer period of time to develop significant differences in service performance." ■

IC'S ALAN BOYD SAYS:

"Railroads must find a way to get back into the short-haul market"

In a recent address before the National Council of Physical Distribution, Illinois Central President Alan S. Boyd dropped some bombshells whose reverberations are still being heard around the country. Excerpts from Boyd's speech follow:

Railroads, somewhere, somehow, began keeping an eye on ton-mile production rather than carloadings—and an illusion of success and growth was substituted for the statistics that mercilessly traced the decline of the industry's contribution to the economy. Bigger cars, heavier loads, and longer hauls add up to more ton-mile production—and, perhaps, to success in the long-haul freight market.

I doubt that such concentration—on heavy, long, slow, low-revenue tonnage—is going to significantly improve the present fortunes of the railroad industry. The success or failure of the industry will be determined in the area where the bulk of the money spent for transportation is spent—the short-haul market. I have read that about 80% of all the dollars spent by our economy for transportation is spent for carriage less than 300 miles long.

And that is exactly the market that railroads, increasingly, are abandoning to trucks.

Anyone who has ever looked at a cost curve, or a tariff chart for that matter, knows that both costs and revenues are high during the first miles a shipment travels. One doesn't have to be a rate specialist to figure out this corollary: the further a shipment goes, it earns less and less per mile after the first high-cost/high-revenue miles. Yet equipment costs, material costs and road costs are constant. Only labor costs follow the cost curves somewhat—and, of course, the curves are the way they are because labor is used the way it is.

What I am saying adds up to this: Railroads must find a way to get back into the short-haul market.

● **Labor's role.** The railroad labor organizations must find the way to help the railroads do this—if they want to avoid a future consisting of efforts to squeeze yet another year of pretending that all is well from an industry rapidly losing its relevance to the present.

You [shippers] want service that moves things shorter and shorter distances. You want more and more service. Both requirements, inescapably, mean a more labor-intensive service for less and less of a haul.

The rails cannot continue concentrating all effort—hardware and software alike—toward the long, heavy, slow tonnages required by our economy and pretend that this makes them relevant to the increasing sophistication of our industrial society. The future success stories in transportation will be built upon tonnages that are expensive, swift, light and short. Such tonnages cannot be handled cheaply. They require more intensive labor inputs than have been seen on railroads in years.

If the rails, and their unions, continue to behave as though the auto, truck, barge and airplane haven't been invented—then they have both had it.

But, if they can be responsive to the change visible everywhere about them, then you can look for some very interesting services to emerge on railroads during the Seventies.

● **Breakdown in leadership?** I don't want to sound too hard on the rail industry unions. I believe union leadership in the rail industry has been about as good as it had to be—as good, for example, as the leadership on the management side.

So long as the managements could kid themselves about that good old ton-mile figure, union leaders could afford to sit around and blame dropping employment on "automation" or "computers" or some other aspect of modernity.

So long as rail managers could maintain their cool as carloadings dropped from about 53 million in 1929 to just over 28 million last year—why union leaders could afford to pretend that the decline of train miles from about 1.2 billion to less than half that in the same period did not, somehow, affect the present and the future of the men they represented.

Each lost carloading was lost business and revenue.

Each eliminated train mile was lost work and opportunity for railroad men.

Together they meant this: Railroads and railroad men were producing something that fewer and fewer people wanted to buy.

Railroads and railroad unions wanted to keep on doing what they had done in the good old days before competition had complicated life.

● **Locking in the long haul.** Railroads wanted to be efficient, and they wanted shippers to buy what they wanted to make. They even invested heavily in carfleets and power designed to get a hammer-lock on long-haul traffic—even though nobody much contested what was left of that once the pipelines, barges and airlines sliced off the parts they wanted.

They also reduced rates—whether they needed to or not.

They did try some change. They tried to get some change from the unions—and had to ultimately resort to a public assault upon a union practice, featherbedding, that the unions were quick to interpret as an assault upon the men themselves . . . .

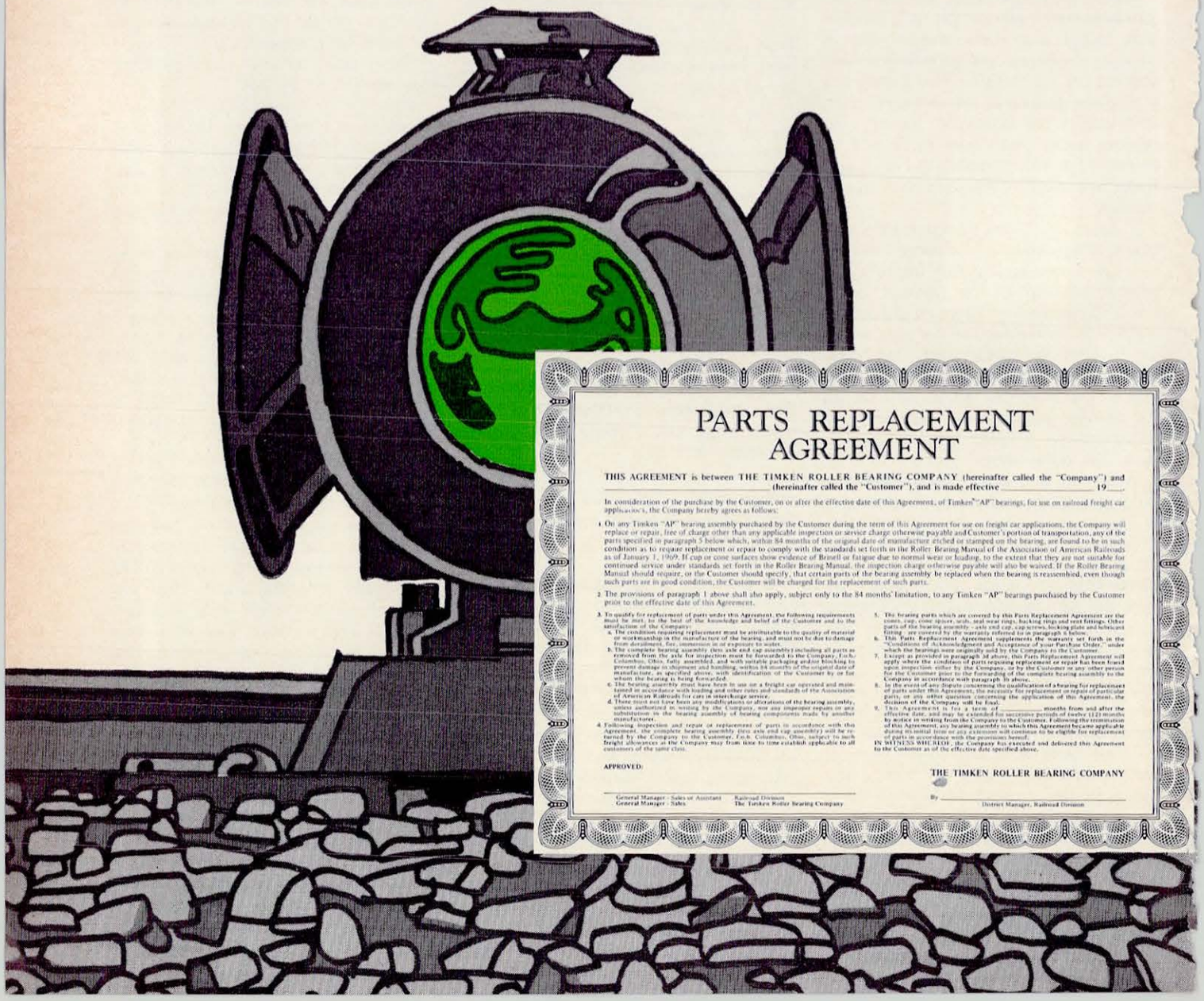
Rail managements are getting better. Union managements are also getting better. We are talking smarter. And they are listening. They are also starting to talk to us. And we are listening.

● **New hope on the IC.** What does all that mean? I really can't say. But I am traveling hopefully. And one of the things that I am most hopeful about is the fact that we at the Illinois Central—and on some other railroads too—are not longer willing to concede the short-haul market to the competition.

Late this summer we ran a two-week experiment with a five-car train in grain gathering service. We have been talking with many shippers about ideas that represent variations on such short-haul tonnages and services. The Mini-Train that our marketing vice president, John Ingram, experimented with in August and September, performed transportation in a market that was all-but-conceded to trucks, the 50-to-75-mile hauls. We found that, under certain conditions for which we need the cooperation of our unions, Mini-Train is competitive at line-hauls of less than two miles.

● **Rethinking the equations.** We are excited. We are starting to rethink equations that were once thought to have no

You get a better because a better



PARTS REPLACEMENT AGREEMENT

THIS AGREEMENT is between THE TIMKEN ROLLER BEARING COMPANY (hereinafter called the "Company") and _____ (hereinafter called the "Customer"), and is made effective _____ 19____.

In consideration of the purchase by the Customer, on or after the effective date of this Agreement, of Timken "AP" bearings, for use on railroad freight car applications, the Company hereby agrees as follows:

1. On any Timken "AP" bearing assembly purchased by the Customer during the term of this Agreement for use on freight car applications, the Company will replace or repair, free of charge other than any applicable inspection or service charge otherwise payable and Customer's portion of transportation, any of the parts specified in paragraph 5 below which, within 84 months of the original date of manufacture etched or stamped on the bearing, are found to be in such condition as to require replacement or repair to comply with the standards set forth in the Roller Bearing Manual of the Association of American Railroads as of January 1, 1969. If cup or cone surfaces show evidence of Brinell or fatigue due to normal wear or loading, to the extent that they are not suitable for continued service under standards set forth in the Roller Bearing Manual, the inspection charge otherwise payable will also be waived. If the Roller Bearing Manual should require, or the Customer should specify, that certain parts of the bearing assembly be replaced when the bearing is reassembled, even though such parts are in good condition, the Customer will be charged for the replacement of such parts.

2. The provisions of paragraph 1 above shall also apply, subject only to the 84 months' limitation, to any Timken "AP" bearings purchased by the Customer prior to the effective date of this Agreement.

3. To qualify for replacement of parts under this Agreement, the following requirements must be met, to the best of the knowledge and belief of the Customer and to the satisfaction of the Company:
   a. The condition requiring replacement must be attributable to the quality of material or workmanship in the manufacture of the bearing, and must not be due to damage from derailment, fire, immersion in or exposure to water.
   b. The complete bearing assembly (less axle and cap assembly) including all parts as removed from the axle for inspection must be forwarded to the Company, Fosh-Columbus, Ohio, fully assembled, and with suitable packaging and/or blocking to prevent damage in shipment and handling, within 84 months of the original date of manufacture, as specified above, with identification of the Customer by or for whom the bearing is being forwarded.
   c. The bearing assembly must have been in use on a freight car operated and maintained in accordance with loading and other rules and standards of the Association of American Railroads for cars in interchange service.
   d. There must not have been any modifications or alterations of the bearing assembly, unless authorized in writing by the Company, nor any improper repairs or any substitutions in the bearing assembly of bearing components made by another manufacturer.

4. Following inspection and repair or replacement of parts in accordance with this Agreement, the complete bearing assembly (less axle and cap assembly) will be returned by the Company to the Customer, f.o.b. Columbus, Ohio, subject to such freight allowances as the Company may from time to time establish applicable to all customers of the same class.

5. The bearing parts which are covered by this Parts Replacement Agreement are the cones, cup, cone spacer, seals, seal wear rings, backing rings and seat fittings. Other parts of the bearing assembly – axle and cap, cap screws, locking plate and lubricant fitting – are covered by the warranty referred to in paragraph 6 below.

6. This Parts Replacement Agreement supplements the warranty set forth in the "Conditions of Acknowledgment and Acceptance of your Purchase Order," under which the bearings were originally sold by the Company to the Customer.

7. Except as provided in paragraph 3d above, this Parts Replacement Agreement will apply where the condition of parts requiring replacement or repair has been found upon inspection, either by the Company, or by the Customer or any other person for the Customer prior to the forwarding of the complete bearing assembly to the Company in accordance with paragraph 3b above.

8. In the event of any dispute concerning the qualification of a bearing for replacement of parts under this Agreement, the necessity for replacement or repair of particular parts, or any other question concerning the application of this Agreement, the decision of the Company will be final.

9. This Agreement is for a term of _____ months from and after the effective date, and may be extended for successive periods of twelve (12) months by notice in writing from the Company to the Customer. Following the termination of this Agreement, any bearing assembly to which this Agreement became applicable during its initial term or any extension will continue to be eligible for replacement of parts in accordance with the provisions hereof.

IN WITNESS WHEREOF, the Company has executed and delivered this Agreement to the Customer as of the effective date specified above.

APPROVED:

_____
General Manager - Sales or Assistant General Manager - Sales
Railroad Division
The Timken Roller Bearing Company

THE TIMKEN ROLLER BEARING COMPANY

By _____
District Manager, Railroad Division

guarantee, you get bearing.

Your Timken® "AP" bearing performance record proves it.

In fact, this 15-year Timken "AP" bearing performance record provides four maintenance savings in our Parts Replacement Agreement, that no other guarantee can.

Like protection against brinelling from impact. Where no derailment damage is evident.

All parts of a Timken "AP" bearing are covered. Including seals.

You save on inspection charges under specified conditions.

Even "AP" bearings manufactured up to 7 years ago. Because only Timken "AP" bearings have performance to match this guarantee.

The Timken Roller Bearing Company, Canton, Ohio. Timken bearings sold in 133 countries. Manufacturing in Australia, Brazil, Canada, England, France, South Africa and the U.S.A.

Our word is as good as our bearing.

TIMKEN®
REGISTERED TRADEMARK
TAPERED ROLLER BEARINGS

LUTHER MILLER

AS THE EDITOR SEES IT

ARE RAILROADS MILEPOST-MAD? Are they content to count revenue ton-miles while their competitors are busy toting up revenue dollars? Are they so anxious to protect their position as the nation's most efficient, low-cost form of long-haul transport that they are letting the inefficient, high-cost modes ride off with the rich short-haul gravy?

THESE QUESTIONS have been asked before, but they have never been asked, or answered, with more passion and eloquence than Illinois Central President Alan S. Boyd brought to the task in his recent speech before the National Council of Distribution Management (see p. 29). As Mr. Boyd sees it, railroads and railroad men are producing a product for which there is no longer any overwhelming demand. They are turning out ton-mile after ton-mile of "efficient" transportation, while the big spenders in the transportation marketplace are demanding something more.

IF RAILROADS ARE TO STAY HEALTHY over the long haul, says Mr. Boyd, they have got to get back into the short-haul business, because that is where the money is. Along with a handful of other roads (Reading, with its Bee-Line trains; Penn Central), IC has recently taken a hard new look at short hauls. IC has run experimental "Mini-Trains." And these experiments have proved, says Mr. Boyd, that short trains can penetrate short-haul trucking markets—but only "under certain conditions for which we need the cooperation of the unions."

SO IC IS TALKING TO THE UNIONS. The unions are talking back. Both sides are doing a lot of listening. IC and its union officers, says Mr. Boyd, are playing a game of "What if?" It is a game for which a whole new set of ground rules will be needed, on management's side as well as labor's. The outcome can have the most important implications for the industry. Ton-miles may be the railroads' bread and butter —but there is, as IC's president suggests, more meaty fare just down the pike.

NOT EVERYONE AGREES. William G. White, a former railroad operating v.p., suggested some time back that smart railroads will leave merchandise traffic to the truckers and concentrate on moving cheap bulk freight over long distances. But things have changed since Mr. White abandoned railroading and became a trucker. We have new men. With new ideas. Mr. White, meet Mr. Boyd—competitor.

comfort for rail service. We are, together with some of our union officers, playing a rather dramatic game of "What if?" We are altering equipment, facility, power and labor input in our model-construction—to see what shipper needs can be met "if." We have had, for more than two months, a team of officers representing the operating, labor relations and executive department points of view—talking with every operating craft union officer on the Illinois Central. . . .

Our traffic officers are getting to be a little less up-tight about their opportunities as they become more aware of the possibilities in cost-based services—and as they grasp the enormity of our potential if we can re-enter the short-haul market under certain conditions for certain kinds of high volume tonnage. . . .

● **Supermarket for shippers.** We have talked about giving shippers increased service ranging from "bare-bone service" to complete package service—and let the buyer pick his service much as a new car buyer picks the optional equipment on a car. Loading time, unloading time, demurrage, claim liability and other aspects of transportation come to mind. Some shippers may object because they'd be losing something, but perhaps they *ought* to pay for every single thing they use, and thus free the railroads to provide tailored service for what ever shippers need to have and want to pay for.

Loss and damage liability is another aspect we ought to consider carefully. Some products get damaged or stolen more than others. Average rates include a payout amount to cover that. But, a shipper that does a good job of packaging, dunnage and loading/unloading—is penalized. In effect, he pays more for his transportation than he should. Conversely, shippers who do less well—are paying less than they should. Perhaps the answer is that we ought to take the L&D charge out of the rate—and then let shippers take out insurance as they need to.

Another aspect of the same problem is the mileage penalty paid by shippers using leased equipment in short-haul carriage as against those using such equipment in long-haul carriage. Perhaps what we need to do is quote appropriate rates—with and without equipment for whatever level of quality the shipper wants for his product.

When we do, we will have solved many of our problems and we will have become very competitive as an industry. We will again be the transport mode that offers everyplace service to everywhere for everyone—at a price that is fair and publicly known. We will, in short, be what we have traditionally wanted to be—the most common of the country's common carriers. ■

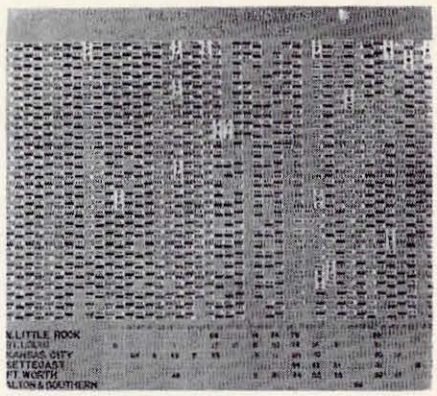
NEW PRODUCTS REPORT

Remote digital display (RA-1)

Each remote unit of the miniaturized digital display continuously shows the exact weight displayed by dial pointer of scale to which it is connected. Simultaneous viewing of many scales can be made from a single remote location. The 3¼ x 8 x 10-in. unit will agree with scale reading within ¼-scale division even if power should fail. The electro-optical system is unaffected by line voltage, temperature, humidity or time. *National Controls.*

Mobile lift (RA-2)

A new mobile hydraulic lift has been developed for railroad maintenance work. It rolls on railroad wheels or pneumatic tires for highway towing. The unit was developed as a variable-level work platform for repairing and painting tunnels, as well as other right-of-way maintenance work at heights up to about 22 feet from the roadbed. With corner load braces in place, the platform will hold up to 4,000 lb. as a distributed load. *Ballymore Company.*



Equipment schedule (RA-3)

A new system used to pinpoint fleet and equipment location is composed of all-magnetic components. It employs number codes to schedule equipment by type and color-coded plastic magnets to show the location of each piece. Totals for each type of equipment at each location are shown in a special summary section at the bottom of the chart. The system is said to be readily updated when equipment is transferred. *Magna Visual.*

NEW LITERATURE

DIESEL LUBRICANT. Humble Oil & Refining Co. has issued a booklet describing its new DIOL RDS 81 crankcase oil for heavy-duty diesel locomotives operating in severe service. In an 8-month field test on a western railroad the oil gave three times the service life of the oil normally used by that railroad. (NL-1)

WATER COOLER. A new catalog-specification sheet describes the Marquette Water Cooler for railroad cars (including cabooses) and locomotives. Both a DC and a new AC model are offered by Standard Railway Equipment, division of Stanray Corp. (NL-2)

SWITCH HEATERS. A brochure issued by White Manufacturing Co., division of Midwest Tank & Manufacturing Co., describes a new system of completely automatic gas-burning railroad switch heaters. (NL-3)

SWING MOTION TRUCKS. A new brochure on the company's recently announced Swing Motion Trucks has been released by National Castings Division, Midland-Ross Corp. It describes the trucks' principle of operation and gives other pertinent technical data. (NL-4)

PALLETS. Willcox & Gibbs, Inc., is offering a brochure describing the first in a family of lightweight, low-cost polystyrene pallets. (NL-5)

DOCKBOARD. A two-color brochure gives application and installation data on Kelley Co.'s Self-Contained mechanical dockboard. Recommended for use on narrow or older docks, the units can be placed in front of the dock and fastened in place. (NL-6)

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PLEASE SEND INFORMATION ABOUT PRODUCTS AND LITERATURE DESCRIBED ON PAGE 33 MARKED: RA-1 RA-2 RA-3 NL-1 NL-2 NL-3 NL-4 NL-5 NL-6

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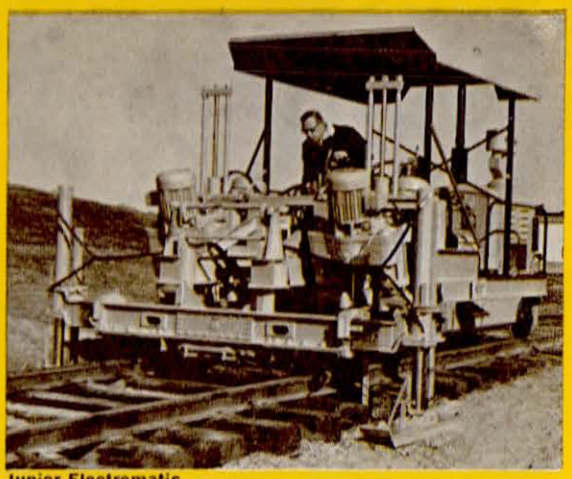
COMPANY .....

ADDRESS .....

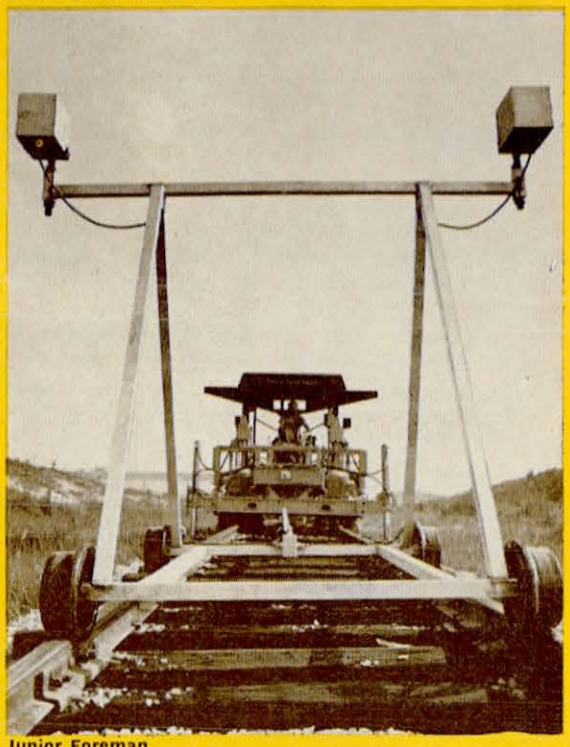
CITY ..... STATE ..... ZIP .....

• Inquiries can be processed only if title and company are shown. 11/10/69



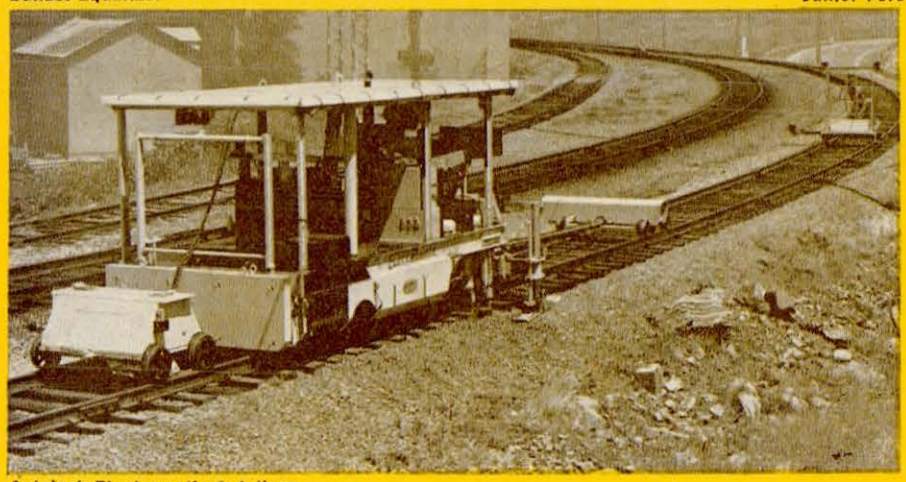
Junior Electromatic

Heavy-Duty Brush Cutter

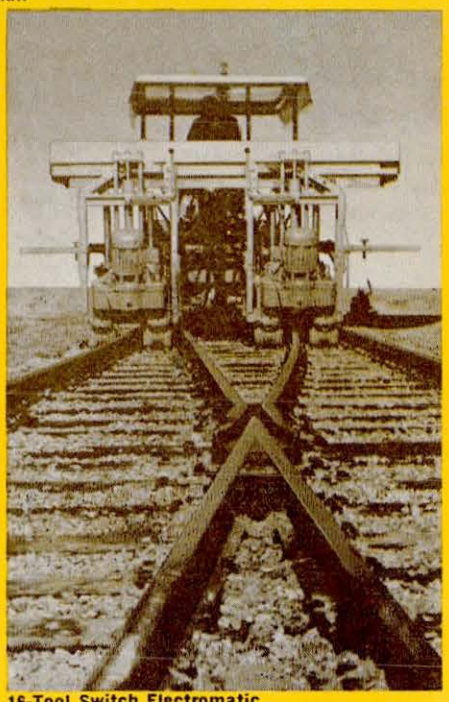


Junior Foreman

Ballast Equalizer



Autojack Electromatic Autoliner



16-Tool Switch Electromatic

The world's most advanced track maintenance equipment. From Tamper.

Tamper designs and manufactures a complete line of railway track maintenance equipment. It's all backed by specialized after-sales service. And it's all designed for automatic, simple operation. For instance:

Autojack Electromatic Autoliner

It requires only one man to lift, level, line and tamp 1350 feet of track an hour under normal working conditions. This powerful, high speed, heavy-duty, completely automatic precision tamper maintains most of North America's main-line track. Precise control of lift on both rails using infrared beams for leveling (Delta System). Automatic cross leveling within 1/16". Lining takes place simultaneously and automatically with leveling and tamping. Automatic, continuous operation for tangent, transition and curve track. Needs no plotting of transitions or curves, because machine computes as it runs for best transition. Automatic cycle assures uniform results. Simple and inexpensive maintenance. Skin lifts to 6-inch lifts made with equal efficiency.

16-Tool Switch Electromatic

It tamps the complete switch, turnout, crossover or ladder track with production tamper speed and pattern, with only one operator. Workheads designed to move laterally, independently or simultaneously. Doubles as a production tamper—for smoothing and spotting—and as the second machine in a tandem operation. Can be equipped with optional jacks, cross level indicator, remote control, Junior Foreman and swivel deck frame.

Junior Foreman

The most recent attachment to the Junior or Switch Electromatic Tampers incorporates an infrared light beam referencing system for surfacing and lining. With the Junior Foreman, these machines become one-man operations for surfacing out of face, for smoothing and spotting and joint peaking. Inexpensive and economical operation, simple machine maintenance, highest accuracy.

Junior Electromatic

The Junior is a heavy-duty, 16-tool, compact, precision utility tamper with power to do the job. Handles the toughest jobs of spot surfacing and between cycle maintenance. Designed for work behind tie gangs, on branch lines, out-of-face work on secondary lines and as an economical second machine in a tandem tamping program. Can be equipped with optional jacks, cross level indicator, sighting, remote control and Junior Foreman.

Heavy-Duty Brush Cutter

The Kal-Trac features on-off track design with hydraulically operated Hi-Rail wheels. Heavy-duty cutter clears right-of-way growth up to 12" diameter trees. Cutters operate simultaneously or one side at a time, each making a 7-foot wide cut in either direction. Clears a swath 50 feet wide (25 feet from center line of track). Tamper Brush Cutters are available in various configurations and are suitable for mounting on many types of equipment.

Ballast Equalizer

The Model BE-17 features split plow and track sweeper. The large capacity side dressing attachment dresses shoulder material in either direction and incorporates tie end plow, rooter and scarifying teeth. Front directional plow can plow material out of or into the track area or transfer from one side of the track to the other. GM Diesel powered, four-wheel enclosed drive, power shift torqmatic transmission with inching control in all ranges. Rotary snow auger available.

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MEMBER RPI

Circle 12 on coupon page 33

George Pipas
IC

William L. Dorcy
IC

Gaylord A. Kellow
Milwaukee

Lyman B. Rees
Milwaukee

Ray H. Adams
Santa Fe

Donald G. Ruegg
Santa Fe

PEOPLE IN THE NEWS

ILLINOIS CENTRAL.—George Pipas, director communications and computer services, Chicago, elected to the newly created position of vice president communications and computer services.

William L. Dorcy appointed manager, marketing review, reporting to **John W. Ingram,** vice president marketing. Mr. Dorcy was formerly manager cost analysis, Accounting Department, **Soo Line.**

Arthur Skrivan appointed to the newly created position of director of real estate. He was formerly executive vice president of Seay & Thomas, Inc., the Chicago realty and mortgage banking firm.

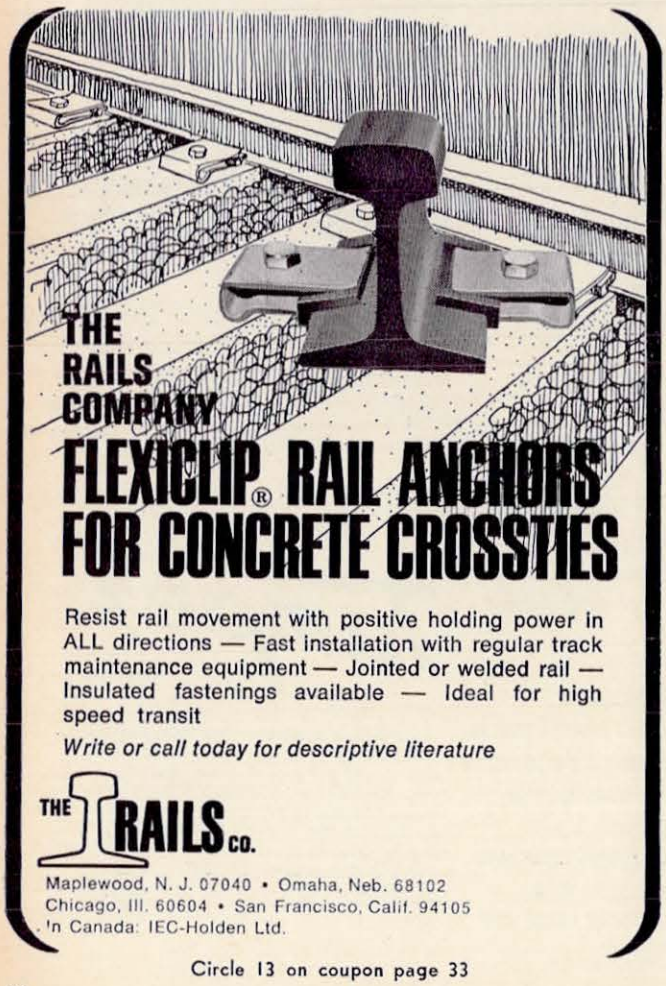
Thomas J. Belton appointed eastern piggyback sales manager, Intermodal Services Department, New York. District piggyback sales coordinators appointed: **Fred M. Bullinger,** New Orleans; **John M. Donnell,** St. Louis; and **Sidney C. King,** Memphis. Messrs. Belton and Donnell return to the IC after serving briefly in the sales departments of highway carriers. They formerly had been in IC freight sales. Messrs. Bullinger and King were formerly in general traffic sales for the IC.

MILWAUKEE.—Gaylord A. Kellow, director of management services, elected vice president-management services.

Lyman B. Rees, assistant to general manager of purchases and material, named purchasing agent, succeeding **C. W. Anderson,** retired. Mr. Rees will continue to have his headquarters in Chicago.

PENN CENTRAL—John L. Stanek, superintendent-transportation, New Haven Region, named superintendent, Toledo division, Toledo, Ohio, to replace **Robert J. Slater,** appointed general superintendent-transportation, Lake Region, Cleveland (RA, Oct. 13, p. 34).

SANTA FE.—Ray H. Adams, assistant to vice president-operations, Chicago, appointed general manager, Coast Lines, Los Angeles, to succeed **John N. Landreth,** retired. **Donald G. Ruegg,** assistant to vice president-information systems, Topeka, Kans., succeeds Mr. Adams.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Circle 13 on coupon page 33

WHILE THEY LAST . . .

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Here is a new and thoroughly up-to-date edition which contains biographical sketches of executives in the railroad industry, including rapid transit, railway supply, labor leaders, members of regulatory bodies, transportation economists, railway finance specialists, educators, selected consultants, and editors, in the transportation industry.

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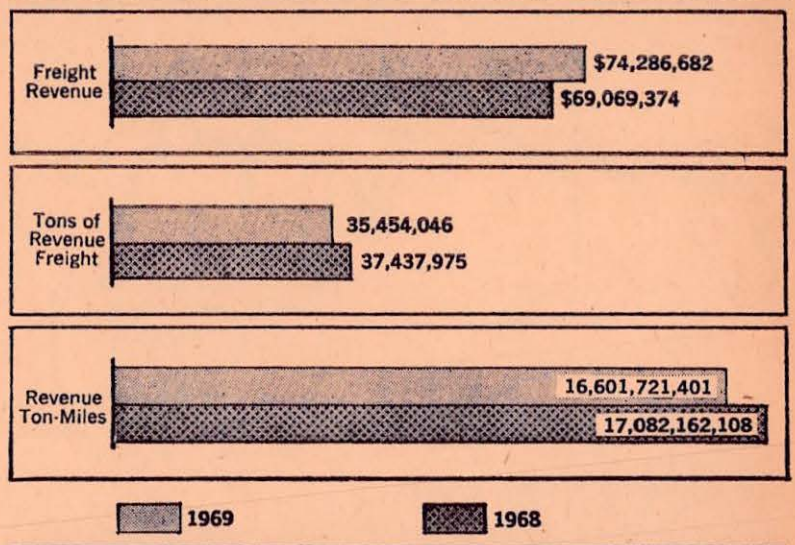
RA

CLASS A and B WATER CARRIERS

SECOND QUARTER REVENUE AND TRAFFIC 1969 vs. 1968



Source: Bureau of Accounts, ICC. Class A and B water carriers are those having, respectively, operating revenues exceeding $500,000, and exceeding $100,000 but less than $500,000.

NEW ORDERS FOR MACHINE TOOLS*

	September 1969 ($000)	September 1968 ($000)	9 mos. 1969 ($000)	9 mos. 1968 ($000)
Metal cutting tools	81,700	71,050	944,250	793,050
Metal forming tools	24,300	22,750	426,900	218,650

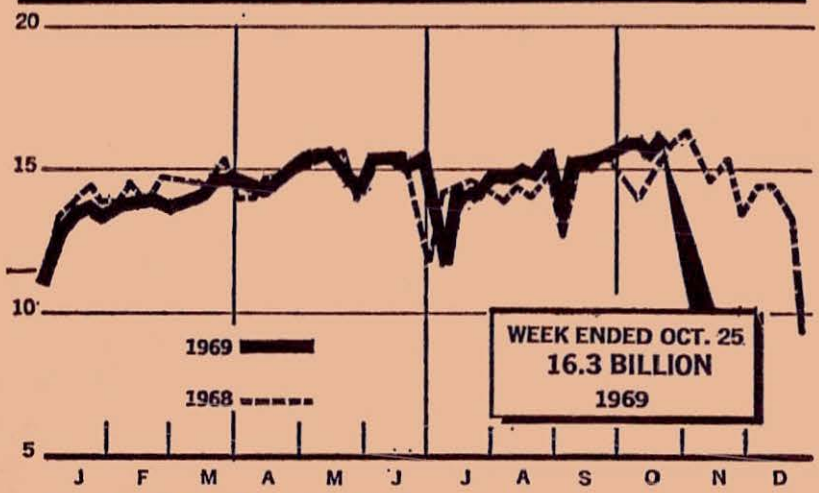
MACHINE TOOL SHIPMENTS*

	September 1969 ($000)	September 1968 ($000)	9 mos. 1969 ($000)	9 mos. 1968 ($000)
Metal cutting tools	107,700	115,550	876,800	1,016,850
Metal forming tools	36,050	26,900	290,300	271,250

*Including foreign and domestic.
Source: National Machine Tool Builders' Association.

RAIL FREIGHT TRAFFIC TRENDS

BILLION TON-MILES (Estimated)



Source: Association of American Railroads

GREAT LAKES SHIPMENTS OF BULK COMMODITIES

(Net Tons)

	September 1969	September 1968	9 mos. 1969	9 mos. 1968
Iron ore	11,258,591	9,075,296	62,663,110	59,789,477
Coal*	5,316,061	5,996,338	32,968,092	35,942,525
Grain	1,563,169	2,126,684	9,739,543	9,568,141

*Includes Lakes Ontario, Erie and Michigan loadings.
Source: Lake Carriers' Association.

Current Statistics

Net income, Class I roads

Six months, 1969	$265,000,000
Six months, 1968	278,000,000

New freight cars on order

Oct. 1, 1969	45,133
Oct. 1, 1968	16,124

New freight cars delivered

9 mos., 1969	50,060
9 mos., 1968	43,066

Serviceable cars

Sept. 1, 1969	1,362,823
Sept. 1, 1968	1,388,680

MARKET OUTLOOK

CARLOADINGS

Loadings of revenue freight in the week ended Nov. 1 totaled 597,074 cars, the Association of American Railroads announced on Nov. 6. This was a decrease of 4,133 cars, or 0.7%, compared with the previous week; a decrease of 14,463 cars, or 2.4%, compared with the corresponding week last year; and an increase of 21,522 cars, or 3.7%, compared with the equivalent 1967 week. Ton-miles generated by carloadings in the week ended Nov. 1 are estimated at 16.2 billion, an increase of 0.7% above the corresponding week of 1968, and 9.3% above the 1967 week.

REVENUE FREIGHT CARLOADINGS

Commodity	Oct. 25 week	Preceding week	Per cent change
Grain	29,515	25,641	+15.1
Farm products	28,315	25,236	+12.2
Metallic ores	50,751	49,183	+ 3.2
Coal	106,603	105,734	+ 0.8
Crushed stone, gravel & sand	33,316	32,406	+ 2.8
Nonmetallic minerals	10,970	10,653	+ 3.0
Grain mill products	21,709	21,514	+ 0.9
Food & kindred products	26,461	25,632	+ 3.2
Primary forest products	25,573	24,808	+ 3.1
Lumber & wood products (except furniture)	15,634	15,582	+ 0.3
Pulp, paper & allied products	25,113	25,311	— 0.8
Chemicals & allied products	27,490	27,343	+ 0.5
Petroleum products	11,300	11,217	+ 0.7
Stone, clay & glass products	22,184	21,849	+ 1.5
Coke	10,181	8,914	+14.2
Metals & products	28,495	27,922	+ 2.1
Motor vehicles & equipment	26,266	26,381	— 0.4
Waste & scrap materials	15,764	15,868	— 0.7
Forwarder & shipper assn. traffic	8,682	8,583	+ 1.2
All other carloads	75,025	72,804	+ 3.1
LCL traffic	1,860	1,775	+ 4.8
Total cars loaded	601,207	584,356	+ 2.9

CUMULATIVE TOTAL, 43 WEEKS	1969	1968	1967
	23,419,945	23,435,680	23,328,289

PIGGYBACK CARLOADINGS

U. S. piggyback loadings for the week ended Oct. 25 totaled 27,985 cars, carrying 47,373 trailers, compared with 28,346 cars, carrying 46,365 trailers, in the corresponding 1968 week. Loadings for 1969 up to Oct. 25 totaled 1,115,935 cars, carrying 1,837,223 trailers, compared with 1,109,400 cars carrying 1,806,856 trailers, in the corresponding period of 1968.

IN CANADA

Cumulative	Revenue Cars Loaded	Total cars Rec'd. from Connections
Oct. 14, 1969	2,827,935	959,568
Oct. 14, 1968	2,942,377	967,726

FREIGHT-TRAIN CARS

● *McGraw-Edison.*—Accepted delivery of the first of a series of depressed-center flat cars designed for shipping UHV power transformers from its Canonsburg, Pa., plant. MEPX-100 is a 10-axle, 20-wheel, 84-ft car built to carry a load of 509,000 pounds.

● *Norfolk & Western.*—Ordered 55 60-ft box cars at a total cost of $1.3 million. Order includes 29 70-ton, high-roof cars for transporting major appliances, to be built by Berwick Forge and Fabricating Co.; and 26 100-ton auto-parts cars, to be built by ACF.

● *October bad order ratio 0.1% higher than last year.*—Class I roads on Oct. 1, 1969, owned 1,440,800 freight cars, 24,910 fewer than on Oct. 1, 1968, according to AAR report summarized below. Bad order ratio was 0.1% higher than last year.

	Oct. 1, 1969	Oct. 1, 1968	Change
Car ownership	1,440,800	1,465,710	—24,910
Waiting repair	79,426	78,968	+ 458
Repair ratio	5.5%	5.4%	+ 0.1%

NEW FACILITIES

● *Penn Central.*—Purchased a Standard wheel truing machine from Standard Railway Equipment Division of Stanray Corp. The machine is scheduled to go into operation soon in PC's 30th Street passenger coach yard in Philadelphia.

SPECIAL

● *Canadian National.*—Ordered 400 portable housing units from ATCO (Quebec) Ltd. at an approximate cost of $3 million. The purchase is part of CN's plan to improve accommodations for maintenance-of-way people across the system. The units can be hauled on flat cars or mounted on steel trailers for towing behind trucks. They can be hooked to a power generator for lighting. Each contains a built-in water pressure system with hot and cold water for shower and sink. Each also is equipped with a thermostatically controlled forced-air furnace, aluminum windows and modern sanitary facilities. Their metal sheathing exteriors will be covered with baked-on white paint.

● *Seatrain Lines.*—Has ordered 250 thin-line refrigeration and heating units for marine cargo containers from Carrier Air Conditioning Co. The units are the latest model in the Carrier Frostmaster line, first publicly shown at the Second International Shipping, Containerization and Marine Engineering Exposition in New York Sept. 15. Seatrain will install these units in 27-foot containers being molded from one piece of glass fiber reinforced plastic with urethane foam insulation. The containers will be used between West Coast ports and Hawaii.

YOU OUGHT TO KNOW

Equal-tax bill gets approval of Senate panel

The Senate Commerce Committee approved a bill that would protect railroads from "discriminatory" state taxation of property. The bill would make unlawful the assessment of a common carrier's transport-related property at ratios to true market value higher than those prevailing for property in the same area. A committee amendment to the original bill would allow a state to deviate a maximum 5% from equitable assessment. The bill was expected to reach the Senate floor this week. There it will await a final vote. The House has not held hearings, but it might act if the Senate approves the bill.

Nelson is out as director of OHSGT

Dr. Robert A. Nelson has been relieved of his duties as director of the Department of Transportation's Office of High Speed Ground Transportation and has been reassigned to the staff of Undersecretary James Beggs as a special assistant. During an internal reorganization period, OHSGT will be headed by Carl Lyon, deputy administrator of the Federal Railroad Administration. Dr. Nelson has been a key figure in the Northeast Corridor high-speed rail project.

Harold W. Quinlan ex-head of L&HR, dies at 69

Harold W. Quinlan, who retired Dec. 1, 1968, as president and general manager of the Lehigh & Hudson River, died Oct. 30 in a Newton, Mass., hospital after an illness of several weeks. He was 69. A native of Sommerville, Mass., Quinlan began his career in the accounting department of the Boston & Maine in 1925. He joined the New Haven in 1928 and rose to the position of passenger traffic manager. In 1953 he went to the L&HR as general auditor. He was named president in January 1960.

GSI low bidder on 250-car order for New York

St. Louis Car Division of General Steel Industries is the low bidder on an order for 250 new air-conditioned cars for the New York City Transit Authority. GSI bid $213,400 per car. Pullman-Standard bid $232,000 and Budd bid $259,872. The new cars will be NYCTA's longest—75 feet. Each car will have a seating capacity of 72 and will be able to travel at a top speed of 70 mph, compared with present cars' 50 mph.

SFI, Dresser set terms for consolidation

Directors of Santa Fe Industries and Dresser Industries have given preliminary approval to financial terms involved in combining the two companies. The exchange would work this way: (1) Owners of Dresser common would receive SFI common on a share-for-share basis, plus .2 share of new SFI preferred for each share of Dresser common; (2) owners of Dresser Series A preferred would receive SFI preferred, share-for-share; and owners of Dresser Series B preferred would receive .909 share of SFI preferred for each share of Dresser. SFI preferred is a $2.20 cumulative preferred, convertible into 1.25 shares of SFI common. Consolidation of SFI and Dresser is still subject to the signing of a definitive agreement (RA, Sept. 29, p. 11).

REA builds new Denver center

REA Express has broken ground for a new Shipment Service Center in Denver, Col. Hailing it as "another step forward in the rebuilding and reorganization program" initiated by REA's new management, Charles S. Murphy, vice-president, Western Region, San Francisco, noted that the new facility will serve an area of almost 300,000 square miles, including the states of Colorado, Wyoming, Utah and southern Idaho. The new center will be a modern one-story structure 347 feet long and 60 feet wide at the broadest point. It will include 14,850 sq. ft. of platform area, 53 backup doors and 3,000 sq. ft. of office space. Near the main building will be a 3,300 sq. ft. garage. Coordinated TOFC and highway service is seen for intercity linehaul transportation of surface express traffic.

Carl O. Sundberg
ASF

T. W. Moseley
GATX

SUPPLY TRADE

Carl O. Sundberg has been named president, **American Steel Foundries** unit, **AMSTED Industries,** effective Jan. 1, 1970. Mr. Sundberg, who is president of **AMSTED's South Bend Lathe** operation, will succeed **H. W. Chapman,** who is retiring after 27 years' service.

Thomas W. Moseley has been appointed Cleveland-Pittsburgh regional sales ,manager, Transportation Division, **General American Transportation Corp.** Mr. Moseley will be assisted by **J. P. Orr** in the Pittsburgh office and by **Loren L. Andresen** and **J. E. McGrath** in the Cleveland office. Mr. Moseley was formerly district manager, Pittsburgh.

Ron R. Hoffman has been named manager of transportation industry sales, **Aluminum Co. of America,** succeeding the late **Robert E. Conlee.** Mr. Hoffman has been assistant district sales manager, Los Angeles, since 1968.

William J. Chiesa, sales representative, **ACF Industries Incorporated,** Chicago, has been appointed manager of a new Twin Cities railway sales office in St. Paul.

J. Donald Presley, Jr., territory manager, industrial products, **Parker Hannifin Corp.,** Cleveland, Ohio, has been promoted to railroad sales specialist.

David J. Newton has been appointed general manager at Newark, N.J., **Custom Trailer Rental & Sales Co.,** wholly owned subsidiary of United States Freight Co., New York.

James F. McGuckin has been named vice president and general manager, Product Development Division, **Budd Company,** Ft. Washington, Pa. Mr. McGuckin spent the last 12 years with General Electric at its Space Division, Valley Forge, Pa.

Robert B. Fleming has been named vice president — operations, **Containerfreight Corp.,** Long Beach, Calif., with responsibility for container handling and transportation operations. Mr. Fleming will have headquarters in Oakland, where the company recently opened a 53,000 sq. ft. container freight distribution center.

Collins Equipment Co., Chicago, has been appointed an agent for the **Industrial Fastener Division** of **Standard Pressed Steel Co.,** Southfield, Mich., and will handle sales to the railroad market in the central United States.

Contract Chemical Manufacturing Corp., Carolina, Puerto Rico, has appointed two sales representatives: **Transdustrial Sales Co.,** Jacksonville, Fla., and **William S. Custis Supply Co.,** St. Louis, Mo., to handle their Loctite machinery adhesives.

James R. Barker has been appointed vice president, **Harbridge House, Inc.,** Boston-based international consulting firm. Mr. Barker is director, Transportation Services Group, Commercial Services Division.

The Cleveland district, Wire & Cable Division, **Okonite Co.,** has moved to 1105 Valley Belt Rd. **William J. Lenahan,** eastern regional manager, and **Elmer J. Fasciano,** district manager, continue their marketing responsibilities at the new address. **Norman E. Kerzic,** Cleveland office manager, named manager—customer service. **Jack B. Edmonds,** manager, Houston district, has been named manager, Southern Region. **Larry E. Hill** has been appointed sales representative, Kansas City district office.

Carl H. Wheeler has been appointed

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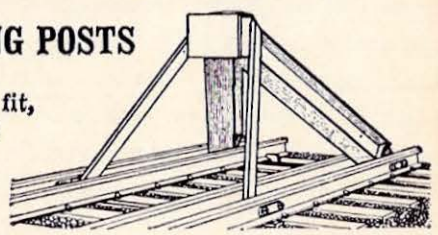

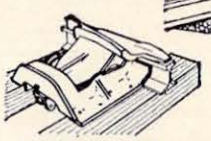

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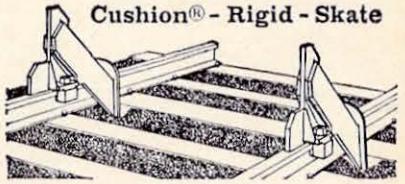

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director of sales engineering—national accounts, **Gindy Manufacturing Corp.**, with headquarters at Millburn, N. J. Prior to joining Gindy, Mr. Wheeler served as manager of equipment design and maintenance, United States Lines, where he was responsible for the construction and maintenance of a fleet of nearly 7,000 containers and chassis.

J. D. Lee has been named head of the new transportation equipment finishes group, **E. I. Du Pont de Nemours & Co.** at Wynnewood, Pa. Mr. Lee was formerly Northeast regional sales manager, industrial maintenance finishes. Three regional sales managers, reporting to Mr. Lee, are: **J. G. Kreuer,** Wynnewood, Pa.; **L. G. Schmieg,** Lincolnwood, Ill.; and **E. E. Dickinson,** Atlanta.

Intermodal Freight Forwarding, Inc. 116 Nassau Street, New York, was recently formed and will specialize in expediting international surface and air shipments. **A. Philip Visser** is president. **William H. Farrell** has been appointed director of sales. **Bernard R. Guttman** has been named import manager.

C. W. Powell has been appointed national sales representative for railroad equipment, **Page & Page,** Division of Walter Kidde & Co., Portland, Ore. **Roy Haley** has been appointed home office sales administrator and will back up Mr. Powell's field representation.

John K. Stewart, president of **Tamper, Inc.,** Columbia, S.C., has announced the following appointments: **Richard L. Hanna,** vice president and controller; **George R. Grinton,** vice president sales; **John F. Girvan,** vice president marketing services; **James M. Christoff,** vice president contracting; and **Cal Coy,** sales manager.

John V. Sylvester, sales and marketing manager for **Alco Products Service, Inc.,** subsidiary of Alco Products, Inc., Schnectady, N.Y., has been elected president.

John Arwood has been named vice president and general manager of European Services, Container Division, **Seatrain Lines Inc.,** Edgewater, N.J. Mr. Arwood was formerly general manager, domestic services, Sea Land Service, Inc.

Seatrain Lines has announced formation of **Seatrain Europe,** a Rotterdam-based company which will manage the administrative, marketing and operational requirements for Seatrain Lines' planned container services between the United States and Europe. A joint venture with Ruys Transport Group of Rotterdam, the new company will have subsidiaries in Germany, England and the Benelux countries.

E. L. Seifert will head the special internal Mining and Railroads District which **Dravo Corp.** has established at division headquarters in Bellevue, Wash., to manage future mining development and railroad construction projects.

Richard W. Foxen named vice president and group executive—European Operations, **Westinghouse Air Brake Co.,** at newly established headquarters in Brussels, Belgium. Mr. Foxen will be charged with management of WABCO's companies in France, Germany, Italy, Switzerland and Austria. Mr. Foxen has been vice president—operations staff, Pittsburgh.

Donald W. Wessels has been named manager—railroad sales, Commercial Electronics Division, **Sylvania Electric Products, Inc.,** at Waltham, Mass. He was formerly western regional manager—railroad sales.

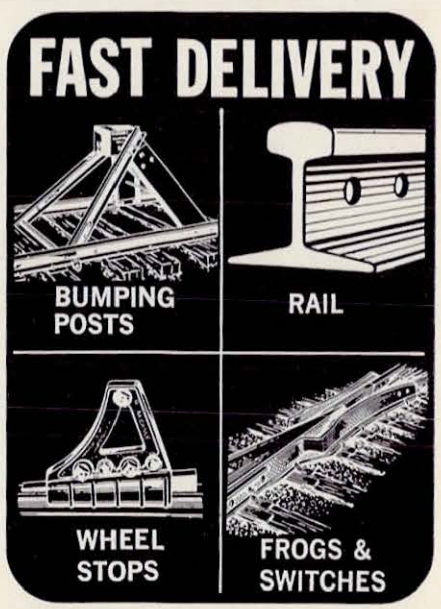
Robert L. Smith, marketing manager—transportation control systems, Commercial Electronics Division, has been appointed manager—systems applications group for that division. Mr. Smith is responsible for development of new generations of Automatic Car Identification systems, as well as ACI systems for the U.S. Post Office, plus truck transit and the railroad industries.

OBITUARY

Zelle G. Hopkins, 92, retired assistant to director of public relations, **Association of Western Railways,** died Oct. 27 in Denver.

John K. Pain, 66, retired manager of passenger services, **Milwaukee,** died Oct. 9 in St. Joseph's Hospital, Chicago.

John H. Van Moss, Sr., 81, president, **Vanguard Corp.,** died Oct. 20 in Brittany Terrace Nursing Home, Chicago.



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VIEWPOINT

Is there a "proper" way to use the Railway Labor Act?

Once again, a public and impartial board calls upon railroads and their employee organizations to "negotiate" their differences. Once again, a board implies that too little time is spent in face-to-face bargaining—and that the parties seem to be operating on the theory that government will intervene (as in fact it did).

Once again, both rail management and rail labor are under fire for the way they use the Railway Labor Act.

The emergency board in the shopcraft wage dispute is critical, because during a period of stress "when the nation was threatened by strikes and retaliatory lockouts . . . the parties met to discuss the issues on only a few occasions, and the total time they spent in face-to-face bargaining amounted to less than 15 hours." The board also wants a re-examination of bargaining practices which impose a "pattern" within the industry and among its many labor organizations.

These are perfectly good and valid points. The board is probably to be commended for making them. But making the points isn't going to solve the problems.

Certainly, the shopcrafts have an argument going for them. If living costs are increasing at a rate of 6%-plus per year, a 5% wage increase is nothing to cheer about. No machinist or sheet metal worker or electrician or boilermaker (or blacksmith) will re-elect his leaders for getting him a 5% pay boost when his next-door neighbor (in the building trades) just got 10% or 15%.

Just as certainly, the railroads have an argument going for them. There comes a time when an industry and any company in it can pay so much—and no more. Union people may scoff at discussions of "ability to pay," but when they do they only show their disdain for (or lack of knowledge of) basic laws of economics.

Labor has a right to go for as much as it can get. Railroads have a right to offer what they can afford. If the employee is dissatisfied, he can vote with his feet. Skilled craftsmen are in demand in other industries besides railroads, and there's nothing to stop the skilled (and disgruntled) employee from walking into some other shop where he'll be better paid. If railroads can afford to pay less than labor-market competitors are paying, then it also follows that railroads will have to be satisfied with what their limited funds can buy.

BUT THE ARGUMENT DOESN'T WORK

The trouble is that this argument—on both sides—doesn't work. Skilled craftsmen in railroading have an equity in their jobs. They are not eager to give it up. Railroads have an investment in their craftsmen. They can't afford to give that up. At the same time, they can't afford either to make an obvious break with "pattern"—not when they are dealing with a multitude of competitive unions, each demanding no less than another received.

The emergency board told the parties to negotiate. Maybe the dispute will be solved that way, maybe not. Somehow, it will be solved. But the underlying problem will likely remain. And that's the tragedy of it all.

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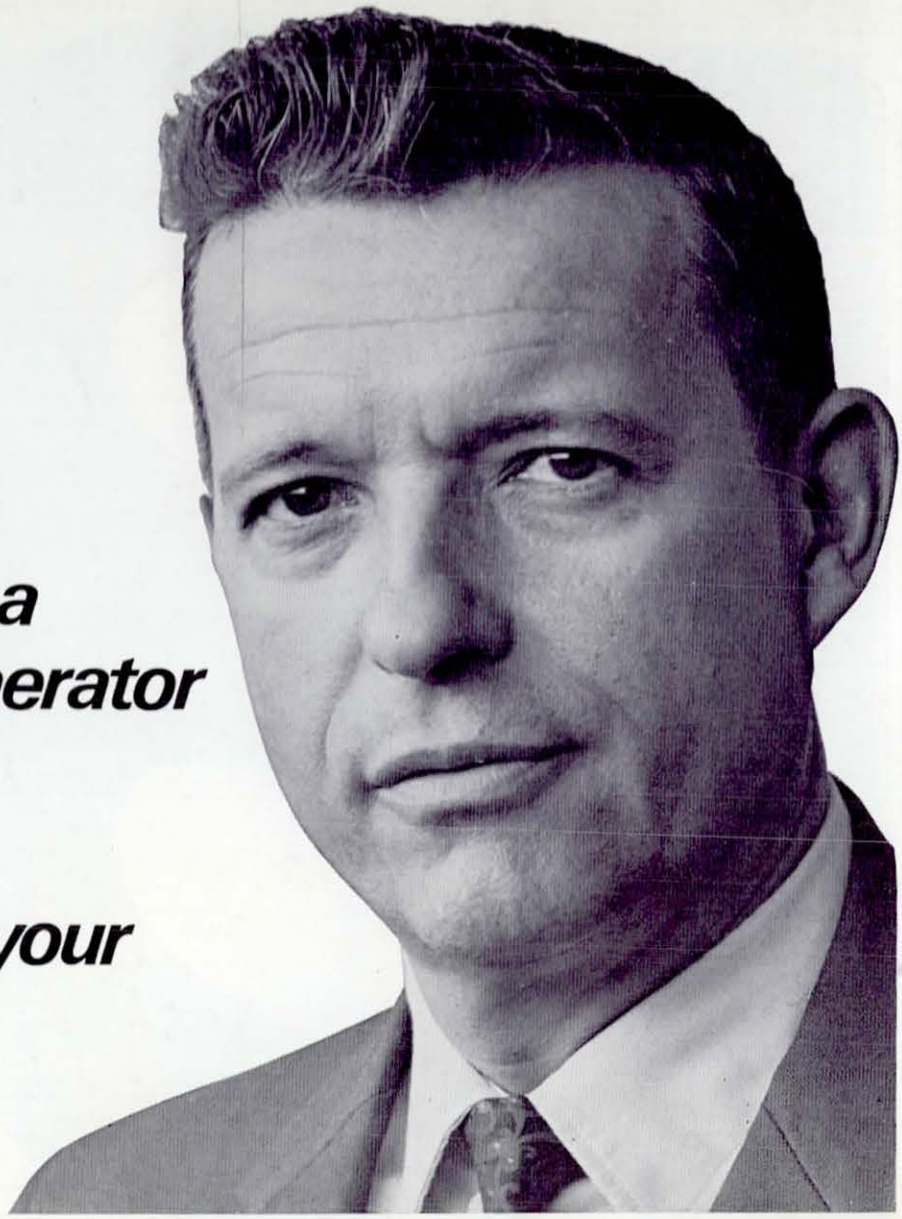

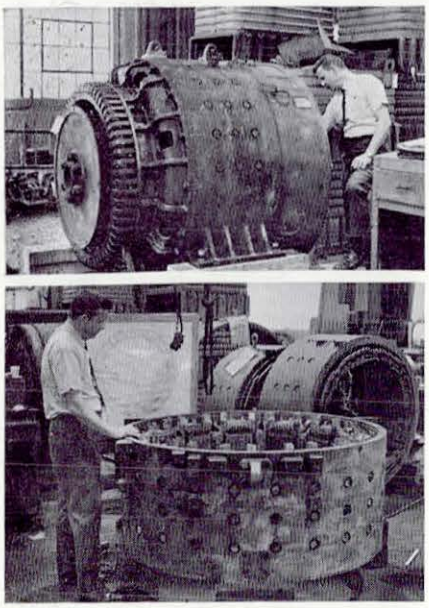

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